

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS
 IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME **ALTERNATE MINIMUMS**
AKRON, CO
 COLORADO
 PLAINS RGNL **RNAV (GPS) Rwy 11**
 NA when local weather not available.

ALAMOSA, CO
 SAN LUIS VALLEY RGNL/
 BERGMAN FIELD **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
 NA when local weather not available.

ALBUQUERQUE, NM
 ALBUQUERQUE INTL
 SUNPORT **VOR or TACAN Rwy 8**
 Categories A,B, 900-2; Category C, 900-2½;
 Category D, 900-2¾; Category E, 900-3.

CLAYTON, NM
 CLAYTON MUNI AIRPARK **NDB Rwy 2¹**
NDB Rwy 20²
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
 NA when local weather not available.
 ¹Categories A, B, 900-2; Category C, 900-2½,
 Category D, 900-2¾.
 ²Category D, 800-2¾.

CLOVIS, NM
 CLOVIS MUNI **VOR Rwy 22,800-2½**

COLORADO SPRINGS, CO
 CITY OF COLORADO SPRINGS
 MUNI **ILS or LOC Rwy 17L¹**
ILS or LOC Rwy 35L²
ILS or LOC Rwy 35R²³
NDB Rwy 35L⁴
RNAV (GPS) Rwy 17R³⁵
RNAV (GPS) Rwy 35R³

- ¹ILS, 700-2.
 ²ILS, Category D, 700-2.
 ³NA when local weather not available.
 ⁴Category E, 1000-3.
 ⁵Category C, 800-2¾; Category D, 800-2½.

NAME **ALTERNATE MINIMUMS**
CORTEZ, CO
 CORTEZ MUNI **RNAV (GPS) Y Rwy 21¹**
RNAV (GPS) Z Rwy 21²
VOR Rwy 21¹

- ¹Category D, 900-3.
 ²Categories A, B, 1300-2; Categories C, D,
 1300-3.

CRAIG, CO
 CRAIG-MOFFAT **VOR/DME Rwy 7¹**
VOR Rwy 25²

- ¹1300-3.
 ²1700-3.

DEMING, NM
 DEMING MUNI **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 26
VOR Rwy 26

NA when local weather not available.

DENVER, CO
 CENTENNIAL **ILS or LOC Rwy 35R¹**
NDB Rwy 35R²
RNAV (GPS) Rwy 28³⁴
RNAV (GPS) Rwy 35R¹⁴

- ¹Categories A,B, 900-2; Category C, 900-2½,
 Category D, 900-2¾.
 ²Categories A,B, 1000-2; Categories C,D,
 1000-3.
 ³Category D, 800-2¾.
 ⁴NA when local weather not available.

DENVER, CO
 DENVER INTL **ILS or LOC Rwy 34L**
ILS, 700-2.

ROCKY MOUNTAIN
 METROPOLITAN **ILS or LOC Rwy 29R**
VOR/DME Rwy 29L/R
 NA when control tower closed.

NAME **ALTERNATE MINIMUMS**
DURANGO, CO
DURANGO-LA PLATA
COUNTY **VOR/DME Rwy 3**
NA when control zone not effective except for
operators with approved weather reporting
service.

EAGLE, CO
EAGLE COUNTY
RGNL **LDA/DME Rwy 25**
Categories A,B, 2100-2; Category C, 2100-3.
NA when control tower closed.
NA when local weather not available.

FARMINGTON, NM
FOUR
CORNERS RGNL **ILS or LOC Rwy 25¹²**
RNAV (GPS) Rwy 5³
RNAV (GPS) Rwy 7³
RNAV (GPS) Rwy 23⁴
¹NA when control tower closed.
²ILS, Categories B,C,D, 700-2.
³NA when local weather not available.
⁴Category D, 800-2½.

FORT COLLINS/LOVELAND, CO
FORT COLLINS-
LOVELAND MUNI **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR/DME-A
NA when local weather not available.

GALLUP, NM
GALLUP MUNI **RNAV (GPS) Rwy 6¹²**
RNAV (GPS) Rwy 24³
VOR Rwy 6¹
¹Category C, 800-2½; Category D, 900-3.
²NA when local weather not available.
³Category D, 900-3.

GRAND JUNCTION, CO
GRAND JUNCTION
RGNL **ILS or LOC Rwy 11¹**
LDA/DME Rwy 29²
RNAV (GPS) Rwy 11²
¹ILS, Category D, 700-2½. LOC, Category D,
800-2½.
²Category D, 800-2½.

GREELEY, CO
GREELEY-
WELD COUNTY **ILS or LOC Rwy 34**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 34
VOR or TACAN-A
NA when local weather not available.

NAME **ALTERNATE MINIMUMS**
GUNNISON, CO
GUNNISON-CRESTED
BUTTE RGNL **ILS or LOC Rwy 6¹**
RNAV (RNP) Rwy 6, 800-2½
VOR or GPS-A²³
¹ILS, LOC, Categories A, B, C, 1600-3.
²Categories A,B,C, 1700-3; Cat D, 2300-3.
³NA when local altimeter setting not available
except for operators with approved weather
reporting service.

HAYDEN, CO
YAMPA VALLEY ... **ILS or LOC/DME Y Rwy 10¹**
RNAV (GPS) Y Rwy 10¹²
VOR/DME-B²³
¹Categories A, B, 1200-2; Categories C, D,
1200-3.
²NA when local weather not available.
³Categories A, B, 1300-2; Categories C, D,
1300-3.

HOBBS, NM
LEA COUNTY RGNL **ILS or LOC Rwy 3¹**
LOC/DME BC Rwy 21²
RNAV (GPS) Rwy 3¹
RNAV (GPS) Rwy 21²
RNAV (GPS) Rwy 30²
VOR/DME or TACAN Rwy 21²
VOR or TACAN Rwy 3²
¹NA when control tower closed.
²NA when control tower closed, except
standard for operators with approved weather
reporting service.
³NA when local weather not available.

LA JUNTA, CO
LA JUNTA MUNI **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26
NA when local weather not available.

LAMAR, CO
LAMAR MUNI **RNAV (GPS) Rwy 18¹**
RNAV (GPS) Rwy 36²
VOR Rwy 18³
¹NA when local weather not available.
²Category D, 800-2½.
³Category C, 900-2½, Category D, 900-2½.

LAS VEGAS, NM
LAS VEGAS MUNI **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 32
VOR Rwy 2
VOR Rwy 20
NA when local weather not available.

NAME ALTERNATE MINIMUMS

MEEKER, CO

MEEKER **RNAV (GPS) Rwy 3**
NA when local weather not available.
Categories A, B, 1500-2; Category C, 1500-3.

MONTROSE, CO

MONTROSE
RGNL **ILS or LOC/DME Rwy 17**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 35
RNAV (GPS) Y Rwy 17
RNAV (GPS) Z Rwy 17
VOR/DME Rwy 13
Category C, 1000-2¾; Category D, 1000-3.

PAGOSA SPRINGS, CO

STEVENS FIELD **RNAV (GPS)-A**
NA when local weather not available.

PORTALES, NM

PORTALES MUNI **RNAV (GPS) Rwy 1**
Category D, 900-3.

PUEBLO, CO

PUEBLO MEMORIAL **ILS or LOC Rwy 8L¹³**
ILS or LOC Rwy 26R²³
RNAV (GPS) Rwy 8L⁴
RNAV (GPS) Rwy 26R⁴
VOR or TACAN Rwy 26R³

¹ILS, Categories A,B,C,D, 700-2;
Category E, 1000-3. LOC, Category E, 1000-3.

²ILS, 700-2.

³NA when control tower closed.

⁴NA when local weather not available.

RATON, NM

RATON MUNICIPAL/
CREWS FIELD **VOR/DME Rwy 2**
Categories A,B, 1400-2; Categories C,D,
1400-3.

NAME ALTERNATE MINIMUMS

RIFLE, CO

GARFIELD COUNTY
RGNL **LOC/DME-A¹²³**
ILS Rwy 26²³⁴
RNAV (GPS) Y Rwy 8²⁵
RNAV (GPS) W Rwy 26²⁷
RNAV (GPS) X Rwy 26²⁸
RNAV (RNP) Y Rwy 26²⁶
RNAV (RNP) Z Rwy 8²⁹
RNAV (RNP) Z Rwy 26²
VOR/DME-C⁵

¹Categories A,B, 2400-2; Category C, 2400-3.

²NA when local weather not available.

³Not authorized 0200-1300Z.

⁴ILS, Categories A,B,C, 1300-4.

⁵Categories A,B, 1900-2; Category C, 1900-3.

⁶Categories A,B,C, 800-2¼.

⁷Categories A,B, 1700-2; Category C, 1700-3.

⁸Categories A,B,C, 900-2½.

⁹Categories A,B,C, 900-3.

ROSWELL, NM

ROSWELL
INTL AIR CENTER **ILS Rwy 21¹**
LOC BC Rwy 3¹
RNAV (GPS) Rwy 3²
RNAV (GPS) Rwy 17²
RNAV (GPS) Rwy 21²
RNAV (GPS) Rwy 35²

¹NA when control tower closed.

²NA when local weather not available.

SANTA FE, NM

SANTA FE MUNI **ILS or LOC Rwy 2¹²**
VOR/DME-A³⁴
VOR Rwy 33³⁴

¹NA when control tower closed.

²ILS, Category D, 700-2¾. LOC, Category D,
800-2¼.

³Category D, 800-2¼.

⁴NA when control tower closed except for
operators with approved weather reporting
service.

RADAR INSTRUMENT APPROACH MINIMUMS

ALBUQUERQUE, NM

Amdt. 20C, MAY 17, 2002 (FAA)

ELEV 5355

ALBUQUERQUE INTL SUNPORT

RADAR - 123.9 354.1 ▽

			DA/ HAT/ HATH/				DA/ HAT/ HATH/				
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	8		ABC	5700/24	384	(400-½)	DE	5700/50	384	(400-1)	
	35		ABC	5700-1	386	(400-1)	DE	5700-1¼	386	(400-1¼)	
	3		ABC	5700-1	388	(400-1)	DE	5700-1¼	388	(400-1¼)	
	17		AB	5740-1	419	(400-1)	CD	5740-1¼	419	(400-1¼)	
			E	5740-1½	419	(400-1½)					
CIRCLING			AB	5840-1	488	(500-1)	C	5900-1½	545	(600-1½)	
			D	5940-2	585	(600-2)	E	6040-2½	685	(700-1½)	

Circling Category E not authorized E of Rwy 17/35. CAUTION: Steeply rising terrain in NE quadrant exceeding 8000' at 8 NM from airport and in SE quadrant exceeding 6300' at 4.6 NM from airport. Categories D and E S-8 visibility increased to RVR 6000 for inoperative MALSR.

CANNON AFB (KCVS), NM (Clovis) (07270 USAF)

ELEV 4295

RADAR¹- (E) 127.75x 295.7x 363.95x ▽

				DH/ HATH/		
	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>MDA-VIS</u>	<u>HAA</u>	<u>CEIL-VIS</u>
ASR ²	31 ³		AB	4720-½	450	(500-½)
			C	4720-¾	450	(500-¾)
			DE	4720-1	450	(500-1)
	4 ⁴		ABCD	4700/40	416	(500-¾)
			E	4700/50	416	(500-1)
			AB	4820/24	525	(600-½)
	22 ⁵		C	4820/50	525	(600-1)
			DE	4820/60	525	(600-1¼)
			AB	4820-¾	526	(600-¾)
			C	4820-1	526	(600-1)
			DE	4820-1¼	526	(600-1¼)
			AB	4840-1	545	(600-1)
CIR	All Rwy		C	4840-1½	545	(600-1½)
			D	4860-2	565	(600-2)
			E	5020-2½	725	(800-2½)

¹SIF gnd ck avbl fr RAPCON on 358.3 1400-0600Z++. ²No-NOTAM MP 0700-1100Z++ Mon-Wed, 0600-1300Z++ Thu,Fri. ³When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT DE vis to 1½ miles. ⁴When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT CD RVR to 60, vis to 1¼ miles, CAT E to vis 1½ miles. ⁵When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1½, CAT DE vis to 1¾ miles. ⁶When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

RADAR INSTRUMENT APPROACH MINIMUMS

ROSWELL, NM

Orig, MAY 13, 2004 (FAA)

ELEV **3669**

ROSWELL INTL AIR CENTER

RADAR¹ - E 119.6 239.0  NA when control tower closed.

	RWY	GS/TCH/RP	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
ASR	3		ABC	4020-1	355	(400-1)	DE	4020-1¼	355	(400-1¼)
	17		ABC	4020-1	356	(400-1)	DE	4020-1¼	356	(400-1¼)
	35		ABC	4060-1	391	(400-1)	D	4060-1¼	391	(400-1¼)
			E	4060-1½	391	(400-1½)				
	21		AB	4040-½	408	(400-½)	C	4040-¾	408	(400-¾)
CIRCLING			DE	4040-1	408	(400-1)				
			AB	4140-1	471	(500-1)	C	4140-1½	471	(500-1½)
			D	4220-2	551	(600-2)	E	4380-2½	711	(800-2½)

¹Opr 1300-0400Z++. Procedure NA when control tower closed.

² When ALS inoperative, increase Category D visibility to 1¼, and Category E visibility to 1½.



INSTRUMENT APPROACH PROCEDURE CHARTS



IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AKRON, CO

COLORADO PLAINS RGNL (AKO)

ORIG 09127 (FAA)

NOTE: **Rwy 11**, rod on obstruction light on anemometer 314' from DER, 525' left of centerline, 26' AGL/4695' MSL. Lights on hangers 412' from DER, 301' left of centerline, 18' AGL/4687' MSL. **Rwy 29**, vehicles on roadway beginning 971' from DER, 315' left of centerline, 15' AGL/4741' MSL. Trees beginning 1651' from DER, 528' left of centerline, up to 100' AGL/4839' MSL.

ALAMOGORDO, NM

ALAMOGORDO-WHITE SANDS RGNL

TAKE-OFF MINIMUMS: **Rwy 16, 21, 34**, NA

DEPARTURE PROCEDURE: Use CORONA ONE Departure.

ALAMOS, CO

SAN LUIS VALLEY RGNL-BERGMAN FIELD

TAKE-OFF MINIMUMS: **Rwys 6, 24**, NA.

DEPARTURE PROCEDURE: **Rwy 2**, turn right. **Rwy 20**, turn left. Climb direct ALS VORTAC, continue climb in ALS VORTAC holding pattern (SE, right turns, 301° inbound) to depart ALS VORTAC at airway MEA/MCA, all others climb to 16000.

NAME TAKE-OFF MINIMUMS

ALBUQUERQUE, NM

ALBUQUERQUE INTL SUNPORT (ABQ)

AMDT 5 08157

TAKE-OFF MINIMUMS: **Rwy 3**, 200 - 1 or std. w/ min. climb of 240' per NM to 5600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of rwy, **Rwy 8**, std. w/ min. climb of 515' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 3, 30, 35**, climbing left turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 8**, climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. (do not exceed 250 kts until ABQ VORTAC). **Rwys 12, 17, 21**, climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 26**, climb direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ALBUQUERQUE INTL SUNPORT (CON'T)

NOTE: **Rwy 3**, light 549' from departure end of runway, 575' right of centerline, 29' AGL/5344' MSL. Light 2109' from departure end of runway, 1001' left of centerline, 67' AGL/5382' MSL. Multiple tanks beginning 4962' from departure end of runway, 1708' left of centerline, up to 154' AGL/5469' MSL. **Rwy 12**, electrical equipment 36' from departure end of runway, 214' right of centerline, 20' AGL/5315' MSL. **Rwy 17**, light 114' from departure end of runway, 360' right of centerline, 19' AGL/5328' MSL. Pole 248' from departure end of runway, 423' left of centerline, 32' AGL/5321' MSL. **Rwy 21**, terrain beginning 23' from departure end of runway, 277' left to 291' right of centerline, up to 5319' MSL. **Rwy 30**, tower 1057' from departure end of runway, 743' right of centerline, 93' AGL/5393' MSL. **Rwy 35**, light on fence 106' from departure end of runway, 11' right of centerline, 11' AGL/5326' MSL. Sign 165' from departure end of runway, 140' left of centerline, 13' AGL/5328' MSL. Vehicles on road 215' from departure end of runway, from left to right of centerline, up to 15' AGL/5335' MSL. Multiple trees beginning 314' from departure end of runway, 53' left of centerline, up to 50' AGL/5367' MSL. Multiple trees beginning 329' from departure end of runway, 172' right of centerline, up to 50' AGL/5362' MSL. Tower 3208' from departure end of runway, 860' right of centerline, 100' AGL/5410' MSL.

DOUBLE EAGLE II (AEG)

AMDT 1 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 035° to 11700 before turning right, all others turn left on course. **Rwy 17**, climb heading 169° to 9400 before turning left, all others turn right on course. **Rwy 22**, climb heading 215° to 9100 before turning left, all others turn right on course. **Rwy 35**, climb heading 349° to 11000 before turning right, all others turn left on course.

NOTE: **Rwy 17**, antenna 64' from departure end of runway, 395' left of centerline, 8' AGL/5807' MSL. Tree 3482' from departure end of runway, 1409' right of centerline, 100' AGL/5919' MSL. **Rwy 35**, antenna 53' from departure end of runway, 405' right of centerline, 9' AGL/5808' MSL.

ANGEL FIRE, NM

ANGEL FIRE (AXX)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 17**, use ANEKE
RNAV DEPARTURE.

ASPEN, CO

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, NA-terrain.
DEPARTURE PROCEDURE: **Rwy 33**, use SARDD
DEPARTURE.

BELEN, NM

ALEXANDER MUNI

TAKE-OFF MINIMUMS: **Rwys 3, 21**, std. with min. climb of 326' per NM to 11700, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21**, for climb in visual conditions: cross Alexander Municipal Airport at or above 7500.

BUCKLEY AFB (KBKF)

AURORA, CO

Rwy 14, 700-1*

* Or standard with minimum climb of 240'/NM to 5700.

TAKE-OFF OBSTACLES: Rwy 14: Rising Terrain 5685' to 5700' MSL 975'-1355' from departure end of rwy, 210'-270' right of centerline.

BUENA VISTA, CO

CENTRAL COLORADO RGNL

TAKE-OFF MINIMUMS: **Rwy 15**, std. with a min. climb of 400' per NM to 8200 then 340' per NM to 15500.

Rwy 33, NA-due to terrain.

DEPARTURE PROCEDURE: **Rwy 15**, use PUEBLO RNAV DEPARTURE. **Rwy 33**, NA-due to terrain.

NOTE: **Rwy 15**, tree 4468' from departure end of runway, 659' right of centerline, 60' AGL/8159' MSL.

BUTTS AAF (KFCS)

FORT CARSON, CO

.....Rwy 31, 400-1*

* Or standard with a minimum climb of 210'/NM to 6100'.

Rwy 13 climbing left turn heading 080° within 1 mile.

Rwy 31 climbing right turn heading 80° within 1 mile.

All aircraft continue climb via hdg 080° until joining V-81.

CANNON AFB (KCVS),

CLOVIS, NM.(07354 USAF)

DIVERSE DEPARTURES AUTHORIZED ALL RWYS

TAKE-OFF OBSTACLES: **Rwy 04**: Terrain 4304'

MSL, 0' from DER, 25' to 222' right of centerline.

Terrain 4305' MSL, 16' to 268' from DER, 500' left of

centerline. Terrain 4329' MSL, 1124' from DER, 800' left of centerline.

Rwy 13: Terrain 4284' MSL, 0' to 409' from DER, 41' to 500' left of centerline. Terrain 4280' MSL, 66' to 528' from DER, 500' to 585' right of centerline.

Rwy 22: Terrain 4295' MSL, 0' to 538' from DER, 61' to 636' left of centerline. Terrain 4281' MSL, 66' from DER, 258' right of centerline.

Rwy 31: Terrain 4294' MSL, 0' from DER, 500' left of centerline. Terrain 4304' MSL, 370' from DER, 588' left of centerline. Power Pole 25' AGL/4357' MSL, 2517' from DER, 98' left of centerline. Terrain 4314' MSL, 197' to 317' from DER, 500' to 585' right of centerline.

CANON CITY, CO

FREMONT COUNTY

TAKE-OFF MINIMUMS: **Rwy 29**, 4600-2 or std. with a min. climb of 450' per NM to 10400.

DEPARTURE PROCEDURE: **Rwy 11**, climb runway heading. **Rwy 29**, turn left heading 115°.

All aircraft intercept and climb via PUB VORTAC R-262 (V244) PUB VORTAC before proceeding on course.

CLAYTON, NM

CLAYTON MUNI

TAKE-OFF MINIMUMS: **Rwy 30**, 1300-1 or std. with a min. climb of 244' per NM until 6700.

COLORADO SPRINGS, CO

CITY OF COLORADO SPRINGS MUNI

TAKE-OFF MINIMUMS: **Rwy 30**, 600-2 or std. with a min. climb of 220' per NM to 6900.

DEPARTURE PROCEDURE: **Rwys 12, 17L, 17R**, turn left. **Rwys 30, 35L, 35R**, turn right. **All aircraft** climb direct BRK VORTAC. Aircraft departing on BRK R-325 CW R-153 climb on course. Aircraft departing BRK R-154 CW R-324 climb in BRK holding pattern (NW, left turns, 154° inbound) to cross BRK VORTAC at or above 14000.

CORTEZ, CO

CORTEZ MUNI

TAKE-OFF MINIMUMS: **Rwy 3**, 300-2 or std. w/ min. climb of 220' per NM to 6300. **Rwy 21**, 1000-2.

DEPARTURE PROCEDURE: **Rwy 3**, left turn.

Rwy 21, right turn, climbing direct to CEZ VOR.

Aircraft northwestbound V391 continue climb on course to 9800 or above; southeastbound V391, V211, and direct HBU VOR/DME, continue climb on R-295 to 8000, left climbing turn to recross CEZ VOR at or above 9400.

Aircraft enroute HBU VOR/DME and able to climb 230' per NM to 15000 may climb on course (CEZ R-034) to 16300 or above.

NOTE: **Rwy 3**, tree 1.7 NM from departure end of runway, 2964' left of centerline, 6096 AGL/6196 MSL.

CRAIG, CO

CRAIG-MOFFAT

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 800-1¼, or std. with a min. climb of 400' per NM to 7000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb direct CHE VOR/DME and hold (W, right turns, 108° inbound) climbing to: aircraft departing CHE R-213 CW R-296 depart on course; all others continue climbing to cross CHE at or above; CHE R-076 CW R-114 10500, R-115 CW R-212 11300, and R-297 CW R-076 11300.

DEMING, NM

DEMING MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, NA.

DEPARTURE PROCEDURE: WESTBOUND: **Rwy 8**, climbing left turn heading 214°; **Rwy 22**, climbing right turn heading 302°; **Rwy 26**, climbing right turn heading 275°; intercept DMN VORTAC R-258 then via V94 on course. EASTBOUND: **Rwy 8**, climb direct DMN VORTAC; **Rwys 22, 26**, climbing right turn direct DMN VORTAC; then via V94 on course. NORTHBOUND: **Rwy 8**, climb direct DMN VORTAC; **Rwys 22, 26**, climbing right turn direct DMN VORTAC; then via V110 on course.

DENVER, CO

CENTENNIAL (APA)

AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L**, std. w/ min. climb of 253' per NM to 6900. **Rwy 17R**, std. w/ min. climb of 370' per NM to 6900.

DEPARTURE PROCEDURE: **Rwy 10**, when departing on course between 159° CCW to 330° from departure end of runway climb heading 100° to 6300. All other courses: climbing left turn heading 326° to intercept DEN VOR/DME R-191 to DEN VOR/DME, thence ... **Rwys 17L, 17R**, climb on a heading between 346° CW to 159° from departure end of runway. All other courses: climbing left turn heading 331° to intercept DEN VOR/DME R-196 to DEN VOR/DME, thence ... **Rwy 28**, climb on a heading between 330° CW to 100° from departure end of runway. All other courses: climbing right turn heading 072° to intercept DEN VOR/DME R-207 to DEN VOR/DME, thence ... **Rwy 35L**, climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 346° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence ... **Rwy 35R**, climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 347° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence ...

... Climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 10**, terrain beginning 238' from departure end of runway, 30' right of centerline, up to 5859' MSL. Fences beginning 1211' from departure end of runway, 233' right of centerline, up to 8' AGL/5841' MSL. Multiple bushes beginning 1378' from departure end of runway, 284' right of centerline, up to 6' AGL/5840' MSL. Multiple roads with vehicles beginning 198' from departure end of runway, 404' left of centerline, up to 15' AGL/5835' MSL. Terrain 1357' from departure end of runway, 253' left of centerline, 5829' MSL. **Rwy 17L**, multiple trees beginning 2968' from departure end of runway, 761' right of centerline, 100' AGL/5976' MSL. **Rwy 17R**, terrain 181' from departure end of runway, 496' right of centerline, 5887' MSL. Fence 538' from departure end of runway, 196' right of centerline, 8' AGL/5889' MSL. Multiple trees beginning 562' from departure end of runway, 61' right of centerline, up to 16' AGL/5976' MSL. Multiple light poles beginning 2362' from departure end of runway, 256' right of centerline, up to 30' AGL/5942' MSL. Vehicles on roads beginning 2812' from departure end of runway, on centerline, up to 17' AGL/5946' MSL. Obstruction light on building 3282' from departure end of runway, 842 feet right of centerline, 90' AGL/6021' MSL. **Rwy 28**, terrain beginning 89' from departure end of runway, from 513' left to 137' right of centerline, up to 5849' MSL. Windsock 100' from departure end of runway, 183' left of centerline, 15' AGL/5832' MSL. Multiple trees beginning 1640' from departure end of runway, 731' left of centerline, up to 100' AGL/5959' MSL. **Rwy 35L**, terrain beginning 54' from departure end of runway, 110' right of centerline, up to 5829' MSL.

DENVER, CO (CON'T)

DENVER INTL (DEN)

AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb on a heading between 312° CW to 215° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 8**, climb on a heading between 307° CW to 218° from departure end of runway. All other courses: climbing right turn, thence ... **Rwys 16L, 16R**, climb on a heading between 210° CCW to 350° from departure end of runway. All other courses: climbing left turn, thence ... **Rwys 17L, 17R**, climb on a heading between 219° CCW to 350° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 25**, climb on a heading between 314° CW to 080° or 203° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... **Rwy 26**, climb on a heading between 310° CW to 080° or 216° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... **Rwys 34L, 34R**, climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing right turn, thence ... **Rwys 35L, 35R**, climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, thence ...
... direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 8**, multiple trees beginning 115' from departure end of runway, 444' right of centerline, up to 100' AGL/5389' MSL. **Rwy 16L**, tower 4722' from departure end of runway, 1359' left of centerline, 153' AGL/5473' MSL. Antenna on obstruction light tower 4746' from departure end of runway, 1358' left of centerline, 153' AGL/5473' MSL. **Rwy 17L**, multiple trees beginning 247' from departure end of runway, 543' right of centerline, up to 100' AGL/5489' MSL. **Rwy 17R**, multiple trees beginning 1457' from departure end of runway, 759' right of centerline, up to 100' AGL/5529' MSL. **Rwy 25**, multiple trees beginning 303' from departure end of runway, 557' right of centerline, up to 100' AGL/5439' MSL. **Rwy 34L**, multiple trees beginning 273' from departure end of runway, 537' right of centerline, up to 100' AGL/5399' MSL. **Rwy 34R**, multiple trees beginning 471' from departure end of runway, 580' right of centerline, up to 100' AGL/5449' MSL. **Rwy 35L**, terrain beginning 149' from departure end of runway, 34' right of centerline, up to 5414' MSL.

DENVER, CO (CON'T)

FRONT RANGE (FTG)
AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb on a heading between 310° CW to 225° from departure end of runway. All other courses: climbing left turn, then... **Rwy 17**, climb on a heading between 350° CW to 226° from departure end of runway. All other courses: climbing right turn, then... **Rwy 26**, climb on a heading between 311° CW to 080° or between 224° CCW to 080° from departure end of runway. All other courses: climbing right turn, then... **Rwy 35**, climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, then...

... Direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 17**, multiple trees beginning 247' from departure end of runway, 534' left of centerline, up to 50' AGL/5629' MSL. Multiple trees beginning 293' from departure end of runway, 555' right of centerline, up to 50' AGL/5599' MSL. Pole 3618' from departure end of runway, 516' left of centerline, 92' AGL/5603' MSL. **Rwy 26**, multiple trees beginning 255' from departure end of runway, 317' left of centerline, up to 50' AGL/5499' MSL. Multiple trees beginning 272' from departure end of runway, 498' right of centerline, up to 50' AGL/5479' MSL.

ROCKY MOUNTAIN METROPOLITAN (BJC)

AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29L**, 200-1 or std. w/ min. climb of 402' per NM to 5900.

DEPARTURE PROCEDURE: **Rwy 2**, climb on a heading between 350° CW to 160° from departure end of runway. All other courses: climbing right turn heading 147° to intercept DEN VOR/DME R-282 to DEN VOR/DME, then... **Rwys 11L, 11R**, climb on a heading between 160° CCW to 350° from departure end of runway. All other courses: climb heading 113° to intercept DEN VOR/DME R-272 to DEN VOR/DME, then... **Rwy 20**, climb on a heading between 160° CCW to 024° from departure end of runway. All other courses: climbing left turn heading 044° to intercept DEN VOR/DME R-269 to DEN VOR/DME, then... **Rwy 29R**, climb on a heading between 350° CW to 113° from departure end of runway. All other courses: climbing right turn heading 142° to intercept DEN VOR/DME R-277 to DEN VOR/DME, then... **Rwy 29L**, climb on a heading between 350° CW to 113° from departure end of runway. All other courses: Climbing right turn heading 142° to intercept DEN VOR/DME R-276 to DEN VOR/DME, then...

... climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 2**, pole 432' from departure end of runway, 370' right of centerline, 49' AGL/5619' MSL. **Rwy 29L**, terrain beginning 45' from departure end of runway 292' left of centerline, up to 5839' MSL. Fence 1015' from departure end of runway 392' left of centerline, 15' AGL/5725' MSL. Fence 982' from departure end of runway 303' left of centerline, 14' AGL/5714' MSL. Multiple trees beginning 687' from departure end of runway 615' right of centerline up to 70' AGL/5839' MSL. Tree 3196' from departure end of runway 1337' left of centerline, 70' AGL/5839' MSL.

DURANGO, CO

DURANGO-LA PLATA COUNTY (DRO)
AMDT 6A 09015

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min. climb of 215' per NM to 7600, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climbing right turn to 9000 heading 160° and DRO VOR/DME R-125 to RESER INT, or for climb in visual conditions: Cross Durango-La Plata County Airport Southeast bound at or above 8200 MSL, then proceed on DRO VOR/DME R-125 to RESER INT. **Rwy 21**, climbing right turn to 9500 heading 280° and DRO VOR/DME R-235 to MARKE INT.

NOTE: **Rwy 3**, trees beginning 1223' from departure end of runway, 794' left of centerline, up to 42' AGL/6741' MSL. Trees beginning 488' from departure end of runway, 431' right of centerline, up to 42' AGL/6698' MSL, vehicles on road beginning 8' from departure end of runway, right and left of centerline, up to 15' AGL/6706' MSL.

EAGLE, CO

EAGLE COUNTY RGNL (EGE)
AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: use GYPSUM DEPARTURE.

ERIE, CO

ERIE MUNI

TAKE-OFF MINIMUMS: **Rwy 15**, 500-2 or std. with a min. climb gradient of 270' per NM to 5700.

DEPARTURE PROCEDURE: **Rwys 9, 15**, turn right; **Rwys 27, 33**, turn left; climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns 203° inbound) to cross BJC VOR/DME at or above 13300, or comply with RADAR vectors.

FARMINGTON, NM

FOUR CORNERS RGNL

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA.
DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 6300 before turning left. **Rwy 23**, climb runway heading to 6500 before turning left.

FORT COLLINS, CO

FORT COLLINS-LOVELAND MUNI (FNL)
AMDT 5 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24**, NA-VFR runway.
DEPARTURE PROCEDURE: **Rwy 15**, climb on heading between 117° CCW to 329° from departure end of runway. All other courses: climbing left turn heading 017° to intercept GLL VORTAC R-242 to GLL VORTAC, then... **Rwy 33**, climb on heading between 323° CW to 148° from departure end of runway. All other courses: climbing right turn heading 122° to intercept GLL VORTAC R-257 to GLL VORTAC, then...
...climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 33**, multiple trees beginning 833' from departure end of runway, 516' right of centerline, up to 66' AGL/5025' MSL. Multiple poles beginning 567' from departure end of runway, 540' left of centerline, up to 26' AGL/4995' MSL.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

GALLUP, NM

GALLUP MUNI

TAKE-OFF MINIMUMS: **Rwy 6**, CAT A,B 1300-2 or std. with a min. climb of 300' per NM until passing 8000.

CAT C,D 1600-3 or std. with a min. climb of 320' per NM until passing 8500. **Rwy 24**, 700-2 or std. with a min. climb of 370' per NM until passing 8000.

DEPARTURE PROCEDURE: **Rwy 6**, turn left.

All aircraft climb direct GUP VORTAC. Departures via GUP R-190 CW R-242 climb on course. Departures via GUP R-243 CW R-189 climb in GUP holding pattern (SW, right turns, 047° inbound) to cross GUP at or above 9000.

GRAND JUNCTION, CO

GRAND JUNCTION RGNL (GJT)

AMDT 11 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, NA-obstacles. **Rwy 22**,

NA-obstacles, facility reception (JNC VORTAC).

DEPARTURE PROCEDURE: **Rwys 11, 29**, use MONUMENT DEPARTURE.

GRANTS, NM

GRANTS-MILAN MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 2400-2 or std. with a min. climb of 420' per NM to 11000. **Rwy 31**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to join V12 at or above 11000 before proceeding on course.

GREELEY, CO

GREELEY-WELD COUNTY (GXY)

AMDT 3 08241 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climb on a heading between 289° CW to 211° from departure end of runway.

All other courses: climbing left turn, thence... **Rwy 16**, climb on a heading between 209° CCW to 347° from departure end of runway. All other courses: climbing left turn, thence... **Rwy 27**, climb on a heading between 291° CW to 094° or 206° CCW to 094° from departure end of runway. All other courses: climbing right turn, thence... **Rwy 34**, climb on a heading between 290° CW to 166° from departure end of runway. All other courses: climbing right turn, thence...

...direct GLL VORTAC, climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 27**, tree 1634' from departure end of runway, 836' left of centerline, 56' AGL/4717' MSL, fence 237' from departure end of runway, 422' right of centerline, 9' AGL/4670' MSL, fence 99' from departure end of runway, 423' left of centerline, 4' AGL/4665' MSL. **Rwy 34**, multiple trees beginning 1860' from departure end of runway, 595' right of centerline, up to 67' AGL/4785' MSL, tree 2854' from departure end of runway, 524' left of centerline, 73' AGL/4770' MSL.

GUNNISON, CO

GUNNISON-CRESTED BUTTE RGNL

TAKE-OFF MINIMUMS: **Rwy 6**, 1600-3 or 600-2 with a min. climb of 550' per NM to 9500. **Rwy 24**, 1200-3 or 400-2 with a min. climb of 350' per NM to 9500.

Rwys 17, 35, NA.

DEPARTURE PROCEDURE: **Rwy 6**, at departure end of runway, climb heading 072° to 9500 then climbing right turn direct HBU VOR/DME. Aircraft unable to maintain 550' per NM must maneuver visually to depart the 11 DME fix inbound to the HBU VOR/DME on the HBU R-062 at or above 9200. **Rwy 24**, climb runway heading to 8400 then climbing left turn direct HBU VOR/DME. Aircraft unable to maintain 350' per NM must maneuver visually to depart the 4 DME fix inbound to the HBU VOR/DME on the HBU R-010 at or above 8800.

All aircraft continue climbing in HBU holding pattern (SW, left turns, 031° inbound) to depart HBU VOR/DME at or above: R-261 CW R-280, 10800; R-281 CW R-189 and R-191 CW R-260, 13000; R-190, 12500.

HAYDEN, CO

YAMPA VALLEY (HDN)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 400' per NM to 12200, or 3200-3 for climb in visual conditions. **Rwy 28**, std. w/ min. climb of 245' per NM to 9500, or 3200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb on heading 147° to 12200 before proceeding on course. **Rwy 28**, climb on heading 238° to 9500 before proceeding on course. **Rwys 10, 28**, for climb in visual conditions: cross Yampa Valley airport at or above 9700 before proceeding on course.

NOTE: **Rwy 10**, tree 241' from DER, 420' right of centerline, 100' AGL/6699' MSL. Tree 644' from DER, 340' left of centerline, 100' AGL/6699' MSL. Multiple transmission towers, beginning 3606' from DER, left to right of centerline, up to 145' AGL/6745' MSL. Terrain beginning 1714' from DER, 707' right of centerline, up to 6676' MSL.

HOBBS, NM

LEA COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ a min. climb of 218' per NM to 4300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 3**, multiple trees beginning 546' from departure end of runway, 811' right of centerline, up to 40' AGL/3700' MSL. Sign 822' from departure end of runway, 694' left of centerline, 38' AGL/3676' MSL. **Rwy 8**, tower 3 NM from departure end of runway, 2587' right of centerline, 515' AGL/4120' MSL. **Rwy 12**, road at departure end of runway, 112' right of centerline, 15' AGL/3654' MSL. **Rwy 17**, obstruction light on glideslope, 1014' from departure end of runway, 486' right of centerline, 37' AGL/3687' MSL. **Rwy 21**, tree 1304' from departure end of runway, 726' right of centerline, 46' AGL/3690' MSL. **Rwy 26**, road 253' from departure end of runway, across centerline, 15' AGL/3669' MSL. **Rwy 30**, wind sock 103' from departure end of runway, 280' left of centerline, 16' AGL/3675' MSL, pole 1035' from departure end of runway, 540' right of centerline, 25' AGL/3689' MSL. **Rwy 35**, multiple fences, roads and poles beginning 103' from departure end of runway, across centerline, up to 37' AGL/3696' MSL, pole 299' from departure end of runway, 495' left of centerline, 25' AGL/3689' MSL, pole 293' from departure end of runway, 94' right of centerline, 25' AGL/3682' MSL.

HOLLOMAG AFB (KHMN),

ALAMOGORDO, NM ORIG, 08101

Rwy 7, NA
Rwy 16, 8000-3*
Rwy 22, 8000-3**
Rwy 25, 8000-3*
Rwy 34, 8000-3***

* Or standard with minimum climb of 510'/NM to 14,100.
 ** Or standard with minimum climb of 470'/NM to 14,100.
 *** Or standard with minimum climb of 490'/NM to 14,100.

Rwy 16, 22, 25, 34, RADAR REQUIRED (when R-5103C not under Holloman Approach or Cherokee control).

TAKE-OFF OBSTACLES: **Rwy 16**, Terrain 4052' MSL, 46' from DER, 512' left of centerline; Terrain 4052' MSL, 16' from DER, 500' left of centerline; Terrain 4052' MSL, 12' from DER, 503' left of centerline; Vehicle on road 15' AGL/4180' MSL, 589' from DER, 1170' right of centerline; Building 17' AGL/4070' MSL, 67' from DER, 283' right of centerline. **Rwy 22**, Terrain 4058' MSL, 4' from DER, 63' left of centerline; Terrain 4060' MSL, 127' from DER, 534' right of centerline; Terrain 4059' MSL, 0' from DER, 500' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1963' from DER, 422' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1977' from DER, 90' right of centerline. **Rwy 25**, Vehicle on road 10' AGL/4190' MSL, 4387' from DER, 14' left of centerline; Vehicle on road 10' AGL/4190' MSL, 4225' from DER, 303' left of centerline; Vehicle on road 15' AGL/4190' MSL, 1812' from DER, 1464' left of centerline.

HOLYOKE, CO

HOLYOKE

NOTE: **Rwy 14**, trees 2012' from departure end of runway, 29' left of centerline, 100' AGL/3829' MSL. **Rwy 32**, trees 1009' from departure end of runway, 697' left of centerline, 100' AGL/3839' MSL.

KREMMLING, CO

MC ELROY AIRFIELD

TAKE-OFF MINIMUMS: **Rwy 9**, 2600-2 or std. with a min. climb of 370' per NM to 12700. **Rwy 27**, 3200-2 or std. with a min. climb of 500' per NM to 12700.
 DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 10000, then climbing right turn. **Rwy 27**, climb runway heading to 10900, then climbing left turn. **All aircraft** proceed direct RLG VOR/DME. Continue climb to 13,000 in RLG holding pattern (hold SW, left turns, 051° inbound).

LA JUNTA, CO

LA JUNTA MUNI

DEPARTURE PROCEDURE: **Rwy 8**, climb via heading 080°. **Rwy 12**, climb via heading 120°. **Rwy 26**, turn left heading 160°. **Rwy 30**, turn left heading 140°. **All aircraft**, intercept LAA R-238 (V210) to LAA VORTAC. When at or above 8000 proceed on course.

LAMAR, CO

LAMAR MUNI

DEPARTURE PROCEDURE: **Rwys 8, 36**, turn left. **Rwy 18**, turn left/right. **Rwy 26**, turn right. Direct LAA VORTAC. Aircraft departing LAA R-048 CWR-118 climb on course. All others continue climbing in LAA holding pattern (N, right turns, 169° inbound) to 6000 before proceeding on course.

LAS CRUCES, NM

LAS CRUCES INTL

DEPARTURE PROCEDURE: **Rwys 4, 8**, climbing right turn. **Rwy 12**, CAT A,B, climb runway heading CAT C,D, NA. **Rwys 22, 26**, climbing left turn. **Rwy 30**, climbing runway heading to 5100 then climbing left turn. **All aircraft** climb direct HAWKE LOM. Continue climb in HAWKE holding pattern (SE, left turns, 304° inbound) to cross HAWKE LOM at or above 10000 before proceeding on course.

LAS VEGAS, NM

LAS VEGAS MUNI

DEPARTURE PROCEDURE: **Rwys 2, 14** turn left/right. **Rwy 20**, turn left (except via FTIR-215). **Rwy 32**, turn right.
 Departures via FTI VORTAC R-001 CW R-215 climb on course. Departures via FTI VORTAC R-216 CW R-360 proceed direct FTI VORTAC. Climb in FTI VORTAC holding pattern (hold north, left turn, 192° inbound) to cross FTI at airway MEA/MCA. (NOTE: climb in hold not authorized for turbojet aircraft)

LEADVILLE, CO

LAKE COUNTY (LXV)

AMDT 2 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 16**, use LOZUL (RNAV) DEPARTURE. **Rwy 34**, use DAVVY (RNAV) DEPARTURE.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

LONGMONT, CO

VANCE BRAND

TAKE-OFF MINIMUMS: **Rwy 11**, 300-1 or std. with a min. climb of 250' per NM until passing 5400.

Rwy 29, CAT A,B 1900-3 or std. with a min. climb of 380' per NM until passing 7000. CAT C,D NA.

DEPARTURE PROCEDURE: Comply with RADAR vectors, or: **Rwys 11, 29**, turn right climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns, 203° inbound) to cross BJC VOR/DME at or above 13300.

NOTE: Climb in holding NA for turbojet aircraft.

LOS ALAMOS, NM

LOS ALAMOS

TAKE-OFF MINIMUMS: **Rwy 27**, NA-obstacles and airport restriction.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° until intercepting SAF VORTAC R-354. Northbound proceed via V83 climbing to 11000. Southbound proceed via V83 at 9000.

LOVINGTON, NM

LEA COUNTY-ZIP FRANKLIN MEMORIAL

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 4700 before turning on course. **Rwy 12**, 35' AGL powerline 1250' from departure end of runway 150' right of centerline. **Rwy 21**, 40' AGL tower 936' from departure end of runway 273' right of centerline.

Rwy 30, 50' AGL windmill 1800' from departure end of runway 50' right of centerline.

MEEKER, CO

MEEKER (EEO)

AMDT 1 08157

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 4100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21**, for climb in visual conditions: cross Meeker Airport at or above 10500 before proceeding on course.

NOTE: **Rwy 21**, multiple trees beginning 843' from departure end of runway, 20' left of centerline, up to 100' AGL/7190' MSL. Multiple trees beginning 227' from departure end of runway, 187' right of centerline, up to 100' AGL/6862' MSL.

MONTE VISTA, CO

MONTE VISTA MUNI

DEPARTURE PROCEDURE: **Rwy 2**, climbing right turn. **Rwy 20**, climbing left turn. **All aircraft**, climb direct ALS VORTAC, continue climb in ALS holding pattern (SE, right turns, 301° inbound) to cross ALS VORTAC at or above 11,000, except V210 westbound 11,200 and J102 northeastbound 13,700, before proceeding enroute.

MONTROSE, CO

MONTROSE RGNL (MTJ)

AMDT 4 09127 (FAA)

DEPARTURE PROCEDURE: Use MONTROSE DEPARTURE.

NUCLA, CO

HOPKINS FIELD

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA-environmental DEPARTURE PROCEDURE: **Rwys 5, 23**, use NUCLA (RNAV) DEPARTURE.

PAGOSA SPRINGS, CO

STEVENS FIELD (PSO)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 437' per NM to 9600, or 1900-3 for climb in visual conditions. **Rwy 19**, std. w/ min. climb of 296' per NM to 9300, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn via heading 216° to intercept DRO VOR/DME R-066 to DRO VOR/DME for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME

Rwy 19, climb via heading 194° to intercept DRO VOR/DME R-075 to DRO VOR/DME for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME

... thence cross DRO VOR/DME at MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 1**, terrain beginning 30' from departure end of runway, 53' left of centerline, up to 7697' MSL. Terrain beginning 127' from departure end of runway, 69' right of centerline, up to 7681' MSL. Multiple trees beginning 940' from departure end of runway, left and right of centerline, up to 100' AGL/7739' MSL. **Rwy 19**, multiple trees beginning 664' from departure end of runway, 156' left of centerline, up to 100' AGL/7693' MSL. Multiple trees beginning 1625' from departure end of runway, 5' right of centerline, up to 100' AGL/7698' MSL.

PUEBLO, CO

PUEBLO MEMORIAL (PUB)

AMDT 4 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1¾ or standard w/ a min. climb of 254' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 8L**, climb heading 077° to 5500, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 8R**, climb heading 077° to 5400, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight.

Rwy 17, climb heading 167° to 5800, then climbing left turn via heading 050 and PUB R-180 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 26L**, climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 26R**, climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 35**, climb heading 347° to 5200, then climbing right turn via heading 150° and PUB R-360 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 8L**, rising terrain 57' from DER, 123' left of centerline, up to 4649' MSL. **Rwy 8R**, rising terrain 180' from DER, 58' left of centerline, up to 4659' MSL.

Rwy 26L, rising terrain 110' from DER, 182' right of centerline, up to 4659' MSL, rising terrain 128' from DER, 122' left of centerline, up to 4659' MSL. **Rwy 26R**, rising terrain 208' from DER, 446' right of centerline, up to 4679' MSL. **Rwy 35**, rising terrain 2' from DER, 7' left of centerline, up to 4749' MSL, rising terrain 196' from DER, 11' right of centerline, up to 4793' MSL, transmission poles 1.1 NM from DER, 703' right of centerline, 46' AGL/4925' MSL, radar reflector 996' from DER, on centerline, 4' AGL/4757' MSL.

RATON, NM

RATON MUNI/CREWS FIELD

DEPARTURE PROCEDURE: When weather below 1500-2: **Rwys 2,7**, climb on CIM R-040 northeastbound to 8000, then on course to assigned altitude. **Rwys 20,25**, climb on CIM R-040 southwestbound to 8000, then on course to assigned altitude.

RIFLE, CO

GARFIELD COUNTY RGNL (RIL)

AMDT 8 08157

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ a min. climb of 369' per NM to 12400 or 5400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, DME required. Climb via RIL R-081 to ZOBAB/10 DME, then climbing left turn direct RIL VOR/DME. Climb in RIL VOR/DME holding pattern (Hold E, right turn, 263° inbound) to cross RIL VOR/DME at or above MEA/MCA before proceeding enroute, or for climb in visual conditions cross Garfield County Rgnl Airport at or above 10800 before proceeding on course. **Rwy 26**, use SQUAT RNAV DEPARTURE.

NOTE: **Rwy 8**, transmission line towers beginning 1.2 NM from departure end of runway, 437' right of centerline, up to 150' AGL/6069' MSL. Trees beginning 1.9 NM from departure end of runway, 647' right of centerline, up to 100' AGL/5983' MSL. Terrain beginning 124' from departure end of runway, 287' right of centerline, up to 5863' MSL. Pole 1083' from departure end of runway, 656' right of centerline, 28' AGL/5588' MSL.

ROSWELL, NM

ROSWELL INTL AIR CENTER

DEPARTURE PROCEDURE: **Rwy 30**, climb to 6000 via runway heading to intercept CME R-323, upon reaching 6000 proceed on course. **Rwy 35**, climbing left turn to 6000 via heading 277° to intercept CME R-323, upon reaching 6000 proceed on course.

RUIDOSO, NM

SIERRA BLANCA RGNL

TAKE-OFF MINIMUMS: **Rwys 6,24**, 5200-3 or std. with a min. climb of 420' per NM to 12,100'.

DEPARTURE PROCEDURE: **Rwy 6**, climb at 385' per NM to 9100' direct CEP NDB, continue climb in holding pattern (*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight. *Do not exceed 230 kts in holding pattern. **Rwy 24**, immediate climbing left turn to 9100' direct CEP NDB, continue climb in holding pattern (*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight. *Do not exceed 230 kts in holding pattern.

SALIDA, CO

HARRIET ALEXANDER FIELD (ANK)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 6800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 6, 24**, For climb in visual conditions: Cross Harriet Alexander Field at or above 14200 MSL before proceeding on course.

NOTE: **Rwy 24**, Multiple transmission towers beginning 666' from departure end of runway, 440' right of centerline, up to 73' AGL/7651' MSL. Multiple trees beginning 5455' from departure end of runway, 663' right of centerline, up to 100' AGL/7908' MSL.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

SANTA FE, NM

SANTA FE MUNI

TAKE-OFF MINIMUMS: **Rwy 28**, 1000-3 or std. w/ a min. climb of 240' per NM until passing 7300 MSL.
Rwys 2, 33, Cats. C and D, 2900-3 or std. w/ a min. climb of 330' per NM until 9000 MSL.
 DEPARTURE PROCEDURE: **Rwys 2, 10, 33**, turn right; **Rwys 20, 28**, turn left; **Rwy 15**, climb runway heading. **All aircraft** climb direct to SAF VORTAC. Continue climbing in SAF VORTAC holding pattern (hold SE, right turns, 332° inbound) to cross SAF VORTAC at or above airway MEA/MCA for direction of flight.

SANTA TERESA, NM

DONA ANA COUNTY AT SANTA TERESA

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ a min. climb of 419' per NM to 8400, or 2800-3 for climb in visual conditions. **Rwy 28**, std. w/ a min. climb of 358' per NM to 8400, or 2800-3 for climb in visual conditions.
 DEPARTURE PROCEDURE: **Rwys 10, 28**, for climb in visual conditions: cross Dona Ana County at Santa Teresa Airport at or above 6800 before proceeding on course.

SILVER CITY, NM

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 3, 8, 12, 17, 21, 26, 30, 35**, std. w/ a min. climb of 354' per NM to 9200, or 3800-3 for climb in visual conditions.
 DEPARTURE PROCEDURE: **Rwys 3, 8, 12, 17, 21, 26, 30, 35**, for climb in visual conditions: cross Grant County Airport at or above 9200.
 NOTE: **Rwy 3**, crane 5007' from departure end of runway, 1056' right of centerline, 200' AGL/5610' MSL. **Rwy 8**, pole 1.12 NM from departure end of runway, 381' right of centerline, 30' AGL/5383' MSL. Power line 2.18 NM from departure end of runway, 139' right of centerline, 200' AGL/5520' MSL. **Rwy 12**, pole 5265' from departure end of runway, 490' right of centerline, 72' AGL/5417' MSL. **Rwy 17**, pole 1.02 NM from departure end of runway, 469' left of centerline, 50' AGL/5408' MSL. **Rwy 21**, multiple bushes beginning from 4556' from departure end of runway, 79' right of centerline, up to 40' AGL/5403' MSL.

SOCORRO, NM

SOCORRO MUNI (ONM)

AMDT 3 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 15, 24**, NA-terrain.
Rwy 33, 200-1¼ or std. w/ min. climb of 216' per NM to 5100, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.
 DEPARTURE PROCEDURE: **Rwy 33**, climbing right turn via heading 030° and ONM VORTAC R-179 to ONM VORTAC, continue climb-in-hold (hold North, right turns, 182° inbound) to cross ONM VORTAC at or above MEA/MCA for direction of flight.
 NOTE: **Rwy 33**, trees beginning 67' from DER, 66' left of centerline, up to 15' AGL/4814' MSL. Trees beginning 436' from DER, 438' right of centerline, up to 15' AGL/4814' MSL. Tower 4996' from DER, 1161' left of centerline, 147' AGL/4947' MSL. Tower 5851' from DER, 584' right of centerline, 200' AGL/4956' MSL.

SPRINGFIELD, CO

SPRINGFIELD MUNI (8V7)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 4900-3 or std. w/ a min. climb of 225' per NM to 5000.
 NOTE: **Rwy 17**, tower 15212' from departure end of runway, 2936' right of centerline, 425' AGL/4817' MSL.

STEAMBOAT SPRINGS, CO

STEAMBOAT SPRINGS/BOB ADAMS FIELD

TAKE-OFF MINIMUMS: **Rwys 14**, 1500-3 or std. w/ a min. climb of 610' per NM to 9000. **Rwy 32**, 1900-3 or std. w/ a min. climb of 500' per NM to 9000.
 DEPARTURE PROCEDURE: **Rwy 14**, turn right heading 220°, intercept BQZ R-172. **Rwy 32**, turn left direct BQZ VOR/DME. **All aircraft** climb to 12100 via BQZ R-172 to SBURG Int and hold (S, right turns, 352° inbound).

STERLING, CO

STERLING MUNI

DEPARTURE PROCEDURE: **Rwys 3, 30, 33**, turn left. **Rwys 12, 15, 21**, turn right climb to 6000 direct toward SNY or AKO VOR/DME before proceeding on course.

TAOS, NM

TAOS RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.
 DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn. **Rwy 22**, climbing right turn. Intercept TAS R-100. Climbing direct to the TAS VORTAC, continue climb in holding pattern to cross TAS VORTAC at or above the MEA for direction of flight.

TELLURIDE, CO

TELLURIDE RGNL (TEX)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, NA-obstacles. **Rwy 27**, std. w/ min. climb of 457' per NM to 10500, or 5300-3 for climb in visual conditions.
 DEPARTURE PROCEDURE: **Rwy 27**, climb to 12000 via heading 273° to intercept the ETL R-096 to ETL VOR/DME, or for climb in visual conditions: cross Telluride Airport westbound at or above 14200 via ETL R-095 to ETL VOR/DME. NOTE: All aircraft cross ETL VOR/DME at or above airway MEA/MCA for direction of flight.
 NOTE: **Rwy 27**, trees beginning 203' from departure end of runway, 186' left of centerline, up to 100' AGL/9124' MSL. Trees beginning 281' from departure end of runway, 45' right of centerline, up to 100' AGL/9219' MSL. Obstruction light on post 2' from departure end of runway, 308' left of centerline, 17' AGL/9095' MSL. Terrain beginning at departure end of runway, left and right of centerline, up to 9075' MSL.

TRINIDAD, CO

PERRY STOKES

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA
 DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right, direct TAD NDB. Climb in holding to 7600 (N, left turns, 165° inbound). Aircraft departing TAD NDB bearing 330° CW 140° from TAD NDB: climb on course. Aircraft departing TAD NDB bearing 141° CW 329° from TAD NDB: depart at or above 12,500'.
 NOTE: **Rwy 3**, tree 180' from departure end of runway, on centerline, 30' AGL/5765' MSL.

TRUTH OR CONSEQUENCES, NM

TRUTH OR CONSEQUENCES MUNI

TAKE-OFF MINIMUMS: 1500-3 or std. with a min. climb of 500' per NM to 8000.

DEPARTURE PROCEDURE: **Rwys 19,25,29,31**, turn right; **Rwys 1,7,11,13,15,33**, turn left, climb direct TCS VORTAC, continue climb in holding pattern (N, left turns, 180° inbound) to cross TCS VORTAC at above the MEA for direction of flight.

TUCUMCARI, NM

TUCUMCARI MUNI

DEPARTURE PROCEDURE: All **Rwys** for SW-bound V-264 climb TCC R-255 within 10 NM to 5500 before departing on course. **Rwy 21**, climb heading 213° to 5500 before proceeding on course. **Rwy 26**, climb heading 258° to 5500 before proceeding on course.

WALDEN, CO

WALDEN-JACKSON COUNTY (33V)

ORIG 08157

TAKE-OFF MINIMUMS: **Rwys 17, 35**, NA-ATC.

DEPARTURE PROCEDURE: **Rwys 4, 22**, Use WALRU RNAV DEPARTURE.

WRAY, CO

WRAY MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 500-2 or std. with a min. climb of 280' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn via AKO VOR/DME R-084 to 7000 before proceeding on course. **Rwy 35**, climbing left turn via AKO VOR/DME R-077 to 7000 before proceeding on course.

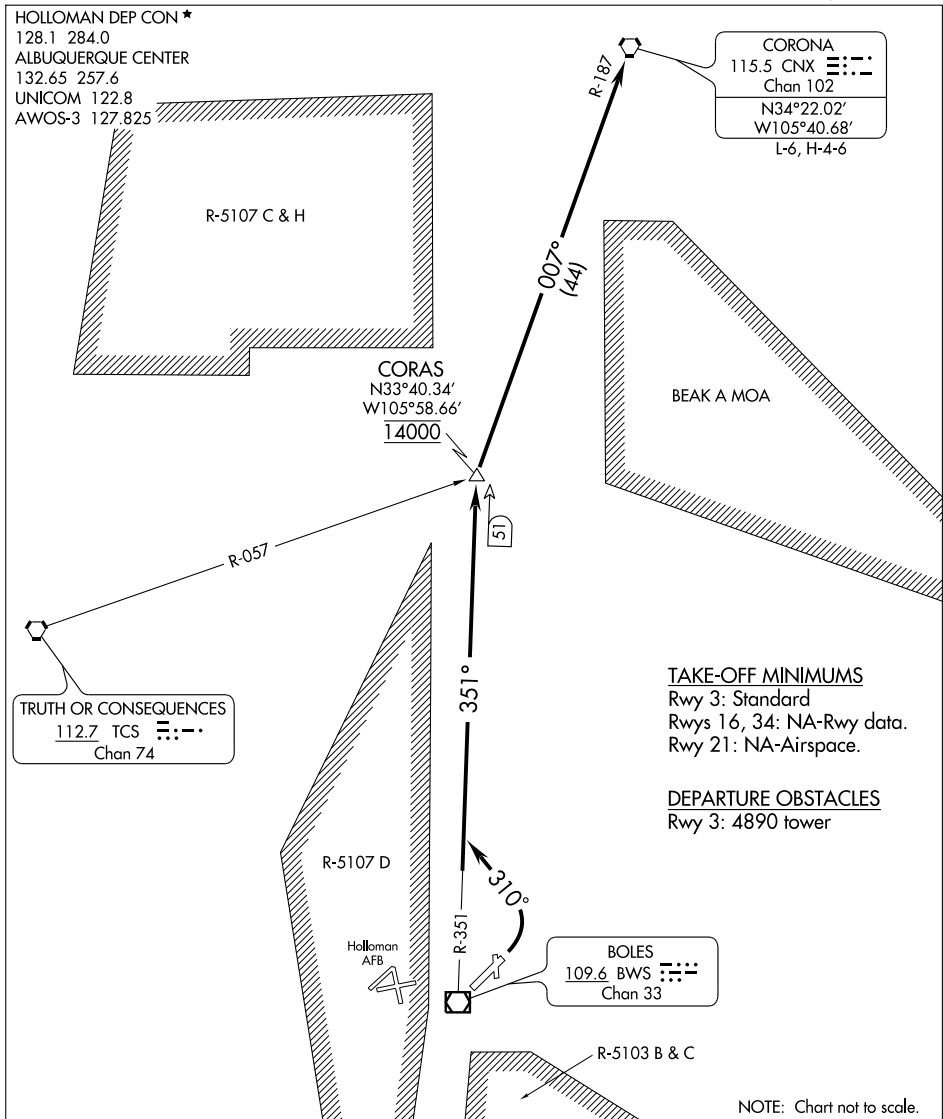
NOTE: **Rwy 35**, trees 2175' left of departure end of runway, 100' AGL/3778' MSL.

ZUNI PUEBLO, NM

BLACK ROCK

TAKE-OFF MINIMUMS: **Rwy 7**, 1200-2 or std. with a min. climb of 360 feet per NM to 7600.

DEPARTURE PROCEDURE: **Rwy 7**, climbing left turn direct ZUN VORTAC. **Rwy 25**, climb direct ZUN VORTAC.



DEPARTURE ROUTE DESCRIPTION

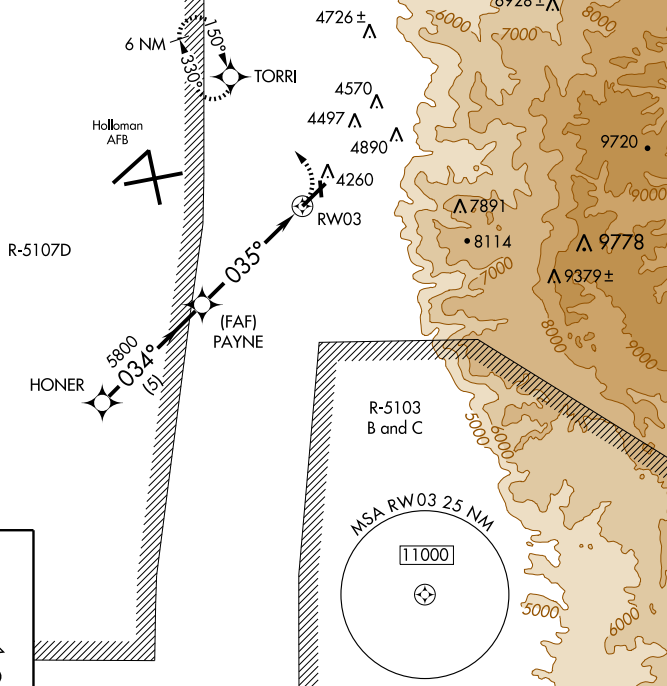
TAKE-OFF RUNWAY 3: Climbing left turn to 14,000 via 310° heading to intercept BWS VOR/DME R-351 to CORAS INT/BWS 51 DME. Cross CORAS at 14,000. Then turn right via CNX VORTAC R-187 to CNX VORTAC.

TAKE-OFF RUNWAYS 16, 21, and 34: Not Authorized.

APP CRS
035°Rwy Idg **7006**
TDZE **4167**
Apt Elev **4200****RNAV (GPS) RWY 3**
ALAMOGORDO-WHITE SANDS RGNL (ALM)

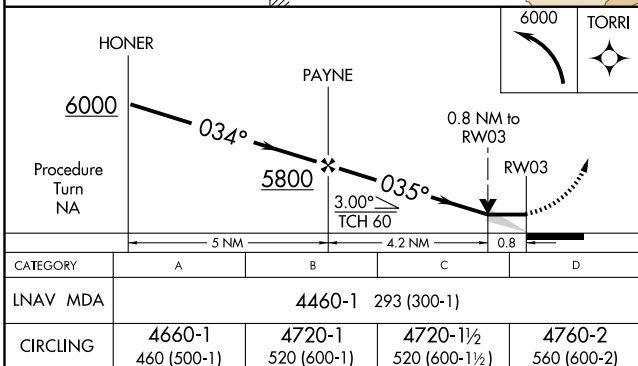
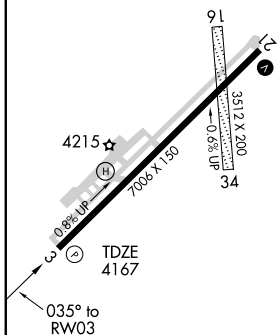
▼ All civil aircraft require ATC clearance prior to entering Restricted Area 5107D.
 ▲ NA Circling NA southeast of Rwy 3-21.
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
 Not authorized when Holloman Approach Control closed.

MISSED APPROACH: Climbing left turn to
 6000 direct TORRI WP and hold.

AWOS-3
127.825HOLLOMAN APP CON ★
120.6 269.225UNICOM
122.8 (CTAF) 0**RADAR REQUIRED**

SW-1. 14 JAN 2010 to 11 FEB 2010

ELEV 4200

DREIL Rwy 3 and 21
MIRL Rwy 3-21 0

VOR/DME BWS <u>109.6</u> Chan 33	APP CRS 035°	Rwy Idg 7006 TDZE 4167 Apt Elev 4200
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VOR/DME RWY 3

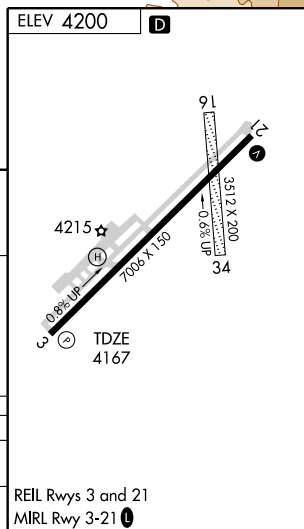
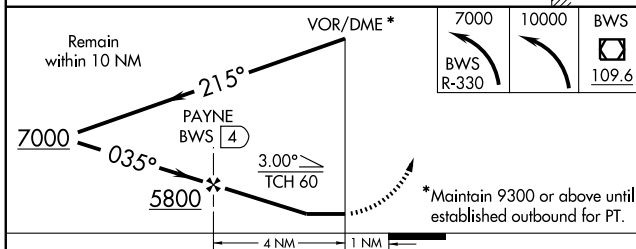
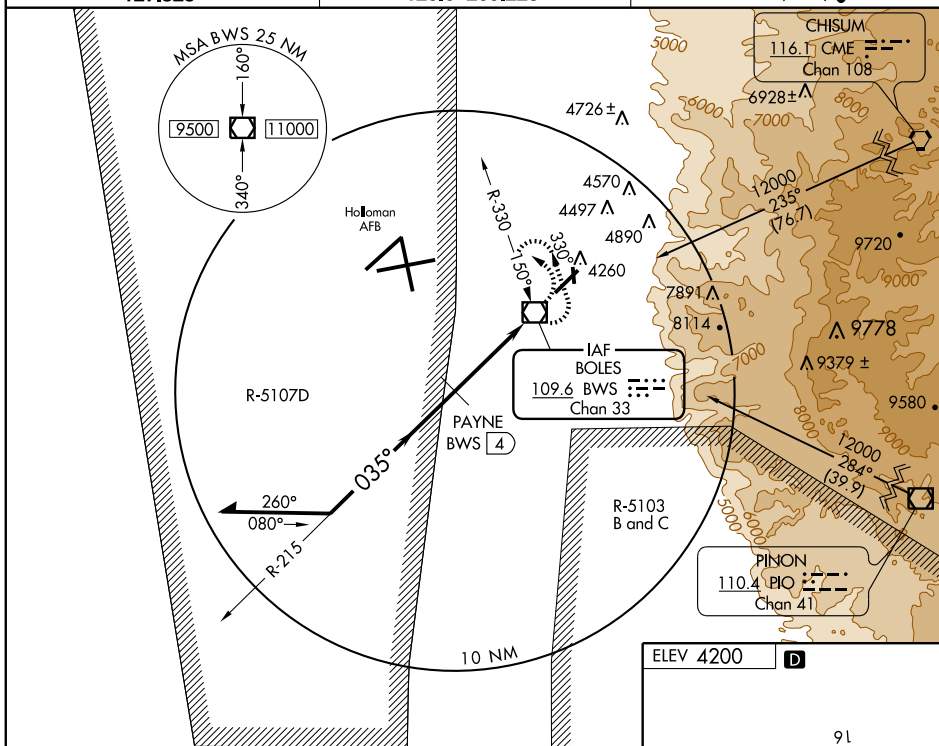
ALAMOGORDO-WHITE SANDS RGNL (ALM)

T	All civil aircraft require ATC clearance prior to entering Restricted Area 5107D.
NA	Circling NA southeast of Rwy 3-21. Arrivals over BOLES VOR/DME above 12000 descend in the holding pattern to 12000 before commencing approach. Not authorized when Holloman Approach Control closed.

MISSED APPROACH: Climbing left turn to 7000 via BWS R-330 then climbing left turn to 10000 direct BWS VOR/DME and hold.

AWOS-3
127.825

HOLLOMAN APP CON ★
120.6 269,225

UNICOM
122.8 (CTAF) **L**

SW-1: 14 JAN 2010 to 11 FEB 2010

VOR/DME BWS

109.6

Chan 33

APP CRS

035°

Rwy Idg TDZE

7006 4167

Apt Elev

4200

ALAMOGORDO-WHITE SANDS RGNL (ALM)

▼

▲NA

All civil aircraft require ATC clearance prior to entering Restricted Area 5107D. Circling NA southeast of Rwy 3-21. RADAR or DME required. Not authorized when Holloman Approach Control closed.

MISSED APPROACH: Climbing left turn to 6000 via BWS R-330 to TORRI Int/BWS 5.6 DME and hold.

AWOS-3

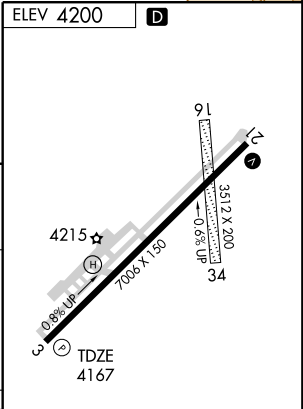
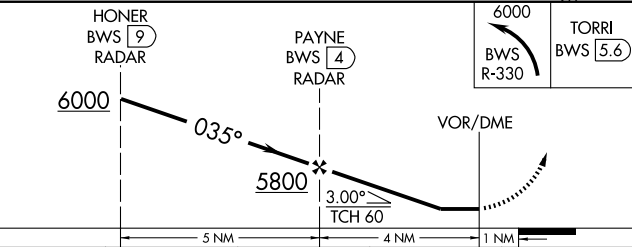
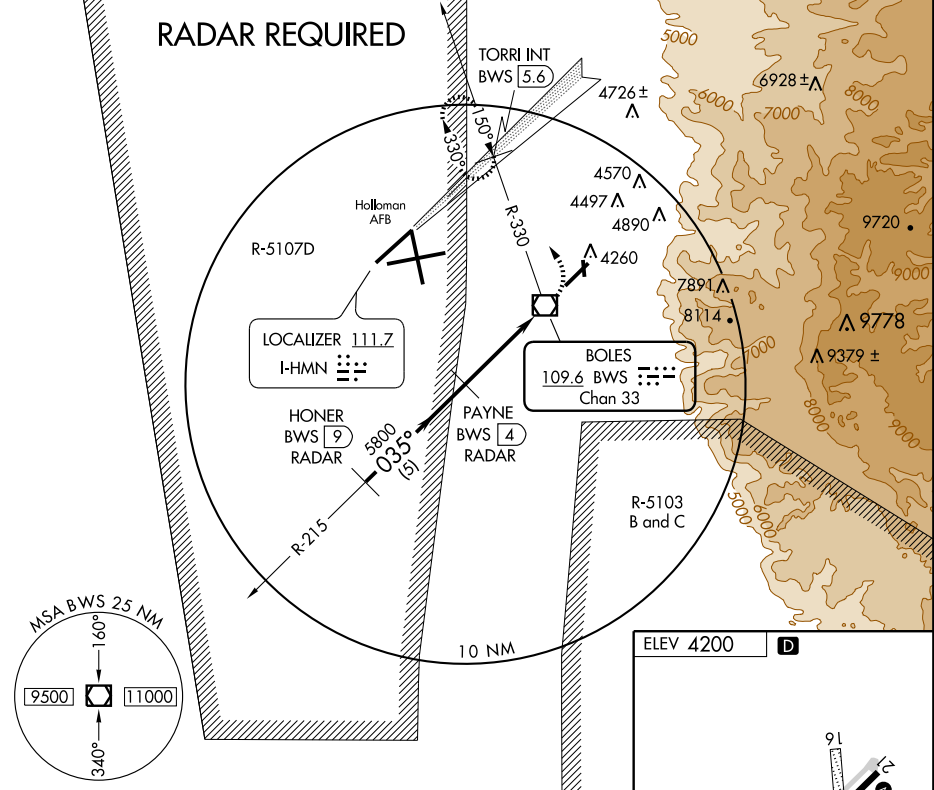
127.825

HOLLOMAN APP CON ★

120.6 269.225

UNICOM

122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-3	4460-1¼ 293 (300-1¼)			
CIRCLING	4660-1¼ 460 (500-1¼)	4720-1¼ 520 (600-1¼)	4720-1½ 520 (600-1½)	4760-2 560 (600-2)

REIL Rwy 3 and 21
MRL Rwy 3-21 0

AIRPORT DIAGRAM

[USAF] AFD-7

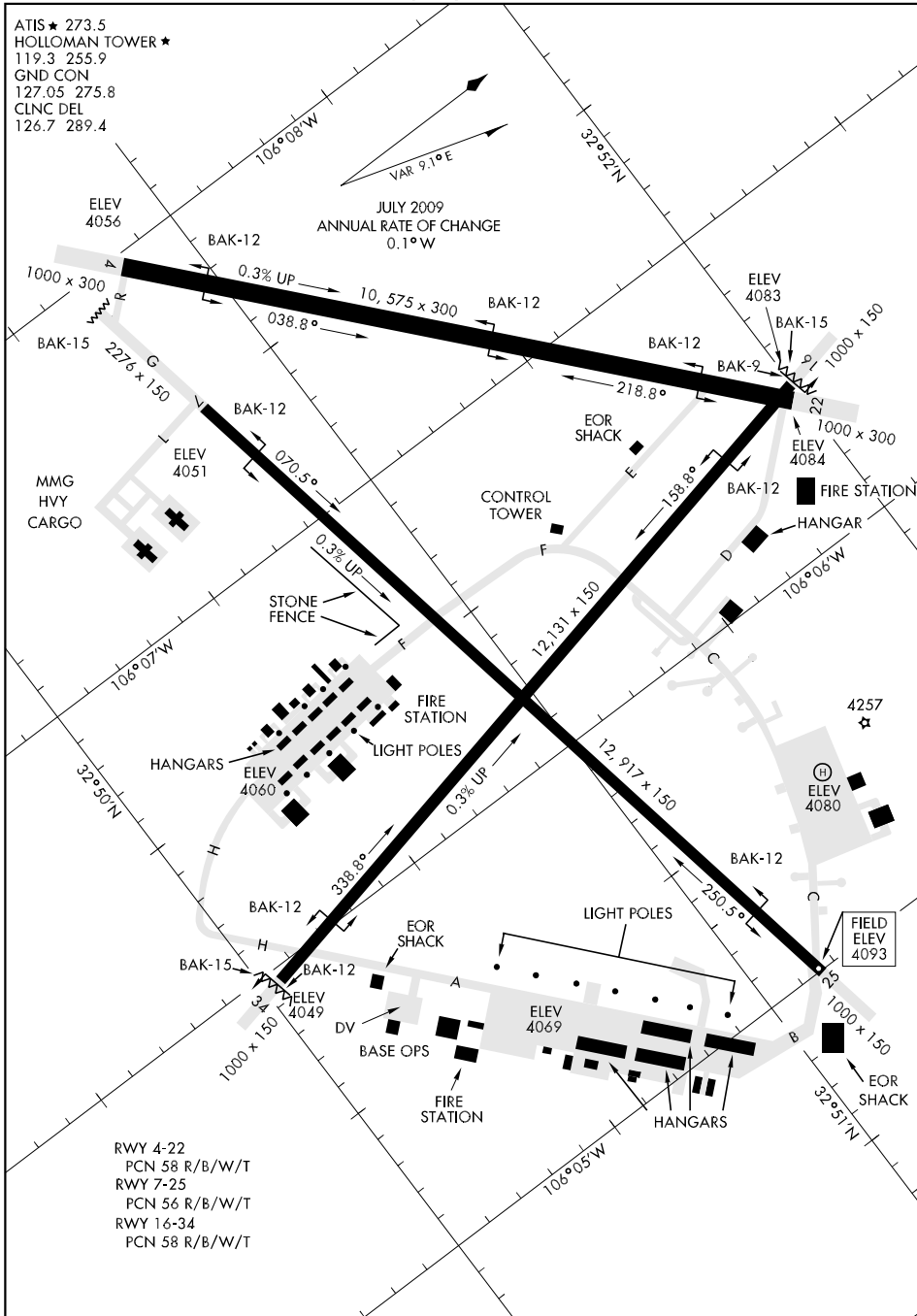
ALAMOGORDO, NEW MEXICO

ATIS ★ 273.5
HOLLOMAN TOWER ★
119.3 255.9
GND CON
127.05 275.8
CLNC DEL
126.7 289.4

JULY 2009
ANNUAL RATE OF CHANGE
0.1°W

VAR 9.1°E

SW-1, 14 JAN 2010 to 11 FEB 2010



AIRPORT DIAGRAM

WGS DATUM

ALAMOGORDO, NEW MEXICO

SW-1, 14 JAN 2010 to 11 FEB 2010

SHL-7 [USAF]

BEAK C MOA

RADAR REQUIRED WHEN
R-5103C NOT UNDER
HOLLOMAN APPROACH
OR CHEROKEE
CONTROL

ALAMOGORDO, NEW MEXICO

CLOUD-THREE ALPHA DEPARTURE (CLOUD3A•CLOUD)

CLOUD-THREE BRAVO (RNAV) DEPARTURE (CLOUD3B•CLOUD)

ALAMOGORDO, NEW MEXICO

ATIS ★ 273.5
CLNC DEL
126.7 289.4
GND CON
127.05 275.8
HOLLOMAN TOWER ★
119.3 255.9
HOLLOMAN DEP CON
128.1 284.0
ALBUQUERQUE CENTER
132.65 257.6

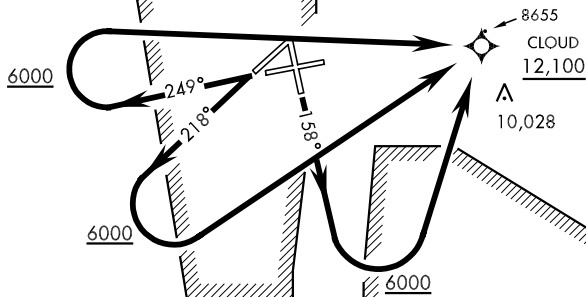
SHL-7 [USAF]

Rwy	Knots	60	120	180	240	300	360
16	V/V(fpm)	490	980	1470	1960	2450	2940
22/25	V/V(fpm)	500	1000	1500	2000	2500	3000

Minimum climb to 12,100

BEAK B MOA

BEAK C MOA



**RADAR REQUIRED WHEN
R-5103C NOT UNDER
HOLLOMAN APPROACH
OR CHEROKEE
CONTROL**

DME/DME RNP-0.3 NA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on track 158°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 22: Climb on track 218°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 25: Climb on track 249°. When leaving 6000 turn right direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

CLOUD-THREE CHARLIE (RNAV) DEPARTURE (CLOUD3C•CLOUD)

ALAMOGORDO, NEW MEXICO

ATIS ★ 273.5
CLNC DEL
126.7 289.4
GND CON
127.05 275.8
HOLLOMAN TOWER ★
119.3 255.9
HOLLOMAN DEP CON
128.1 284.0
ALBUQUERQUE CENTER
132.65 257.6

SHL-7 [USAF]

Rwy	Knots	60	120	180	240	300	360
25	V/V(fpm)	500	1000	1500	2000	2500	3000

Minimum climb to 12,100

BEAK B MOA

BEAK C MOA

R-5107D

8655

CLOUD
12,100

A

10,028

249°

6000

RADAR REQUIRED WHEN
R-5103C NOT UNDER
HOLLOMAN APPROACH
OR CHEROKEE
CONTROL

R-5103C

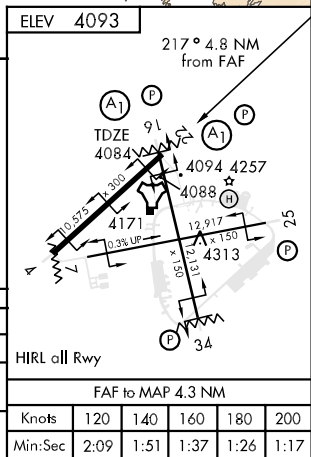
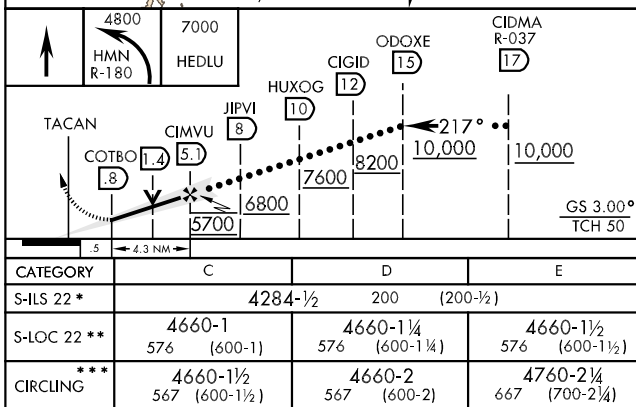
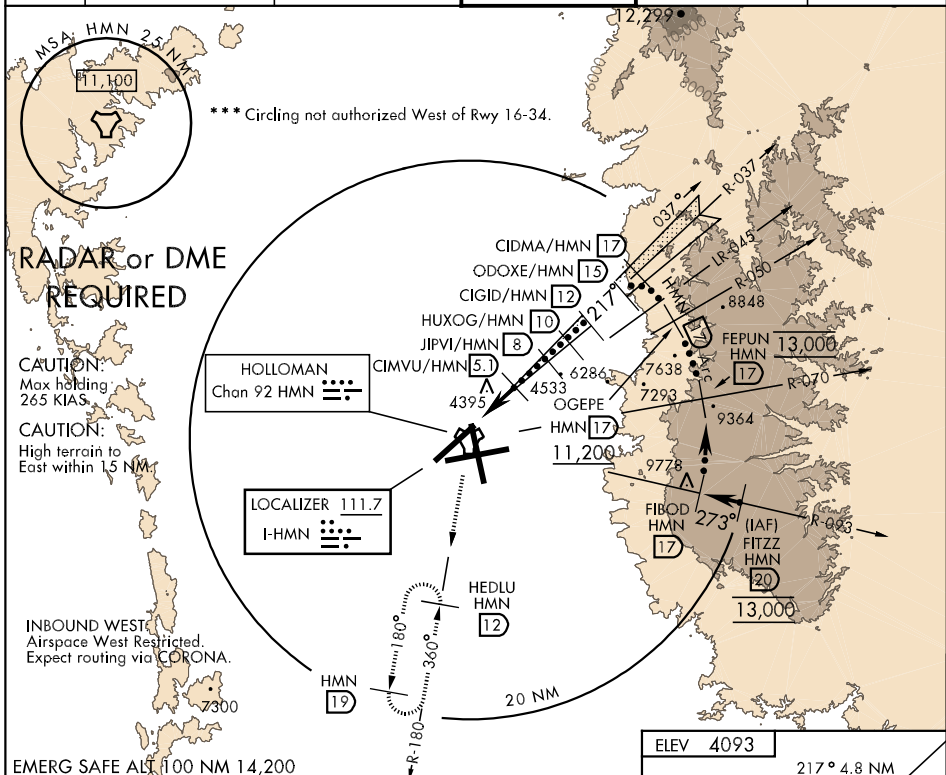
DME/DME RNP-0.3 NA

DEPARTURE ROUTE DESCRIPTION

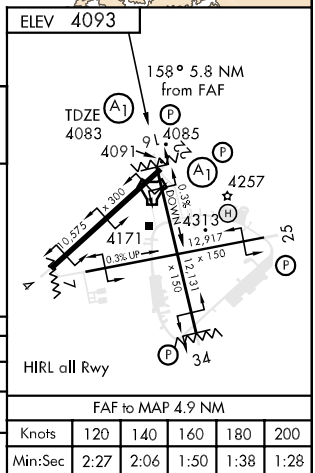
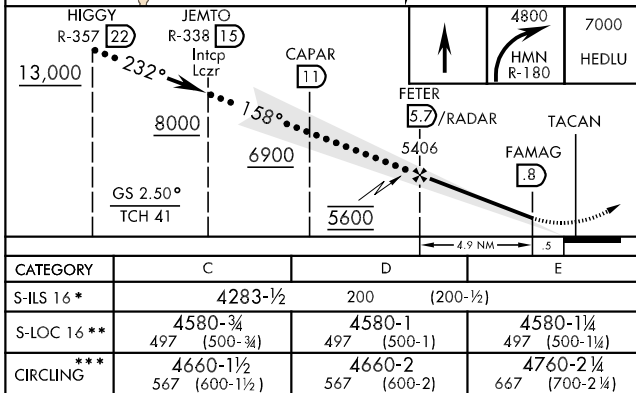
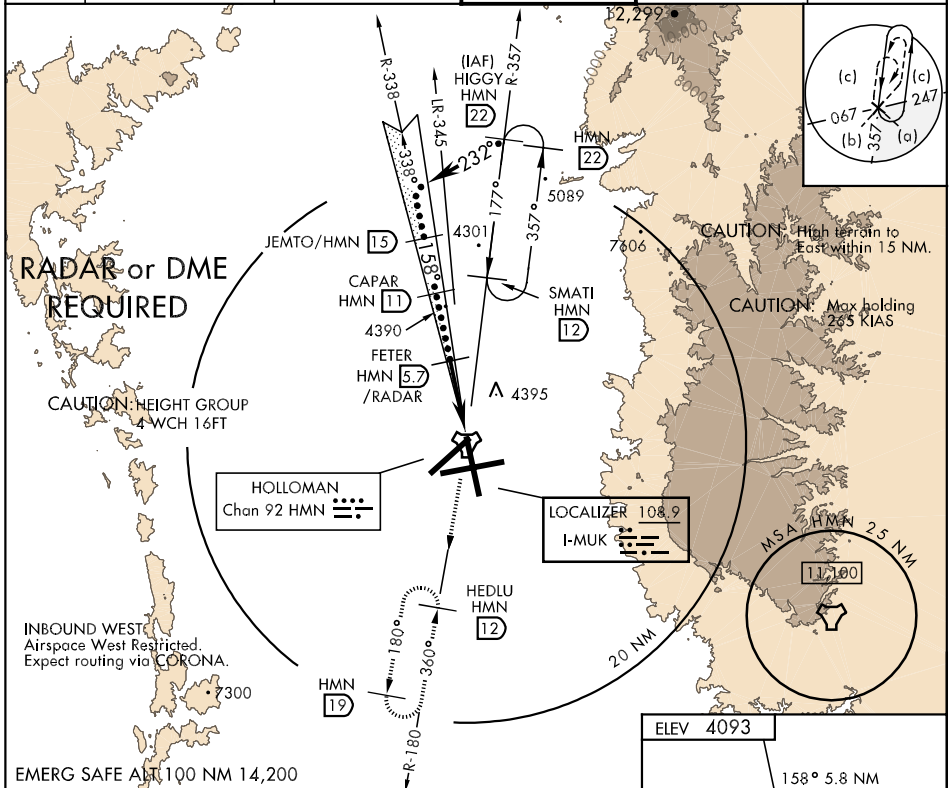
TAKE-OFF RWY 25: Climb on track 249°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC I-HMN 111.7	APCH CRS 217°	Rwy Idg 10,575 TDZE 4084 Arpt Elev 4093	JAL-7 [USAF]	HOLLOMAN AFB (KHMN)	
▼ * When ALS inop, increase CAT CDE vis to ¾ mile. ** When ALS inop, increase CAT C vis to 1½ miles. CAT D vis to 1¼ miles, CAT E vis to 2 miles. ALSF-1 Ⓐ			MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn left and intercept HMN R-180 outbound to HEDLU and hold.		
ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4



LOC I-MUK 108.9	APCH CRS 158°	Rwy Idg 12,131 TDZE 4083 Arpt Elev 4093	JAL-7 [USAF]	HOLLOMAN AFB (KHMN)	
▼ * When ALS inop, increase CAT CDE vis to $\frac{3}{4}$ mile. * When ALS inop, increase CAT C vis to $\frac{1}{4}$ miles, CAT D vis to $\frac{1}{2}$ miles, CAT E vis to $\frac{1}{4}$ miles. *** Circling not authorized West of Rwy 16-34.			ALSF-1 	MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn right and intercept HMN R-180 outbound to HEDLU and hold.	
ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4



LOC I-HMN <u>111.7</u>	APCH CRS 217°	Rwy Idg 10,575 TDZE 4084 Arpt Elev 4093	JAL-7 [USAF]	HOLLOMAN AFB (KHMN)
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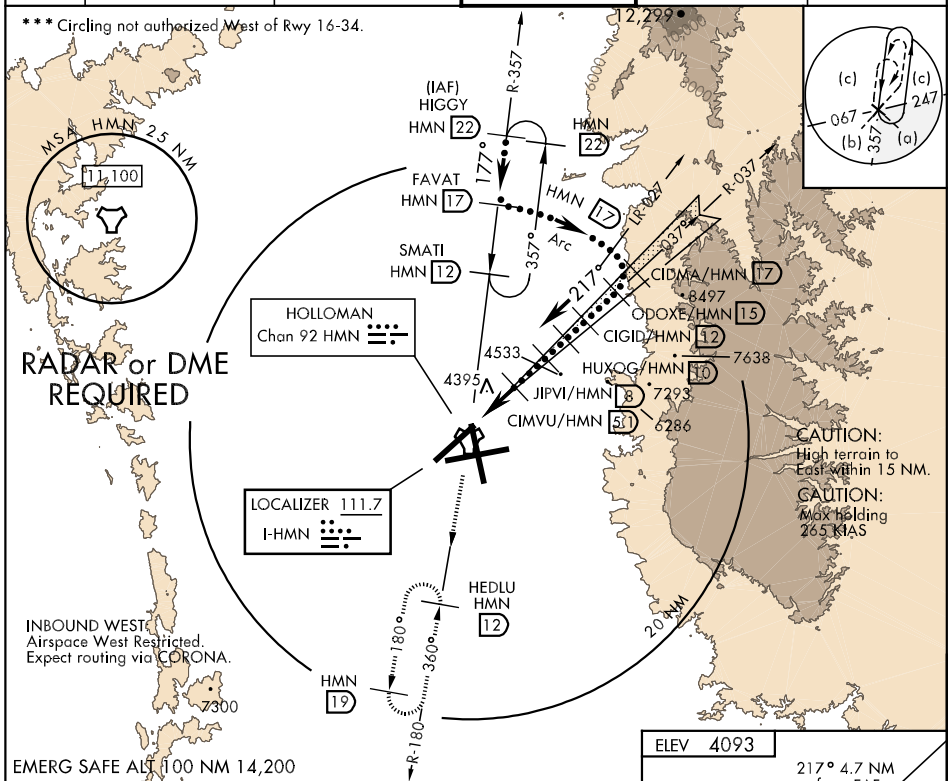
T * When ALS inop, increase CAT CDE vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT C vis to $\frac{1}{2}$ miles,
 CAT D vis to $1\frac{3}{4}$ miles, CAT E vis to 2 miles.

ALSF-1

MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn left and intercept HMN R-180 outbound to HEDLU and hold.

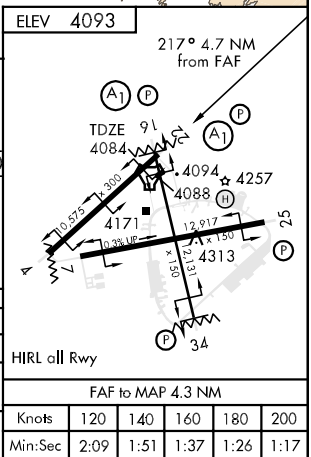
ATIS ★	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4

*** Circling not authorized West of Rwy 16-34.



SW-1, 14 JAN 2010 to 11 FEB 2010

CATEGORY	C	D	E
S-ILS 22 *	4284-1/2	200 (200-1/2)	
S-LOC 22 **	4660-1 576 (600-1)	4660-1 1/4 576 (600-1 1/4)	4660-1 1/2 576 (600-1 1/2)
CIRCLING ***	4660-1 1/2 567 (600-1 1/2)	4660-2 567 (600-2)	4760-2 1/4 667 (700-2 1/4)



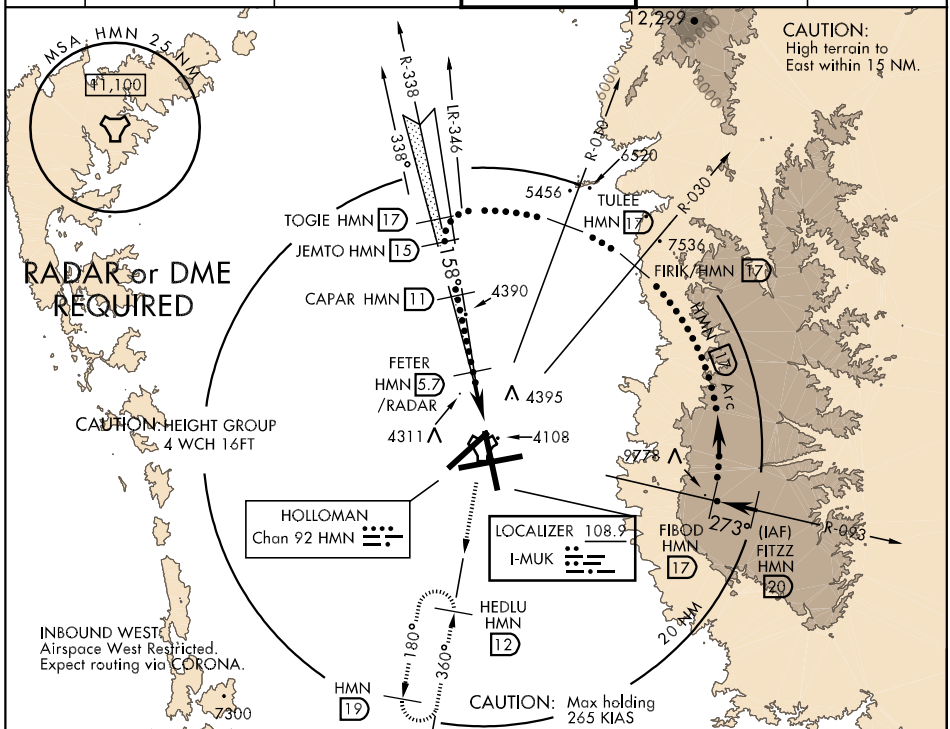
LOC I-MUK 108.9	APCH CRS 158°	Rwy Idg 12,131 TDZE 4083 Arpt Elev 4093	JAL-7 [USAF]	HOLLOMAN AFB (KHMN)
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T * When ALS inop, increase CAT CDE vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT C vis to $1\frac{1}{4}$ miles,
 CAT D vis to $1\frac{1}{2}$ miles, CAT E vis to $1\frac{3}{4}$ miles.
 *** Circling not authorized West of Rwy 16-34.

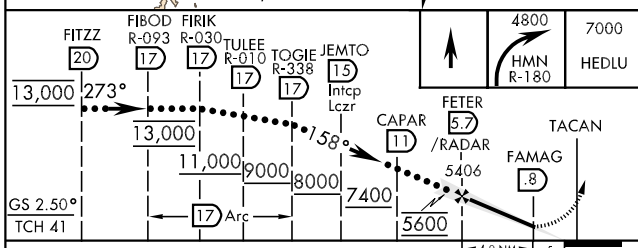
ALSF-1

MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn right and intercept HMN R-180 outbound to HEDLU and hold.

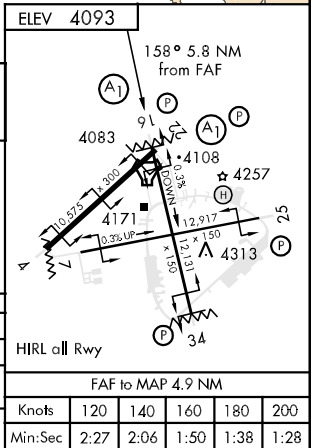
ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CINC DEL 126.7 289.4
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EMERG SAFE ALT 100 NM 14,200



CATEGORY	C	D	E
S-ILS 16 *	4283-1/2	200 (200-1/2)	
S-LOC 16 **	4580-3/4 497 (500-3/4)	4580-1 497 (500-1)	4580-1 1/4 497 (500-1 1/4)
CIRCLING ***	4660-1 1/2 567 (600-1 1/2)	4660-2 567 (600-2)	4760-2 1/4 667 (700-2 1/4)



LOC I-HMN 111.7	APCH CRS 217°	Rwy Idg 10,575 TDZE 4084 Arpt Elev 4093
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JAL-7 [USAF]

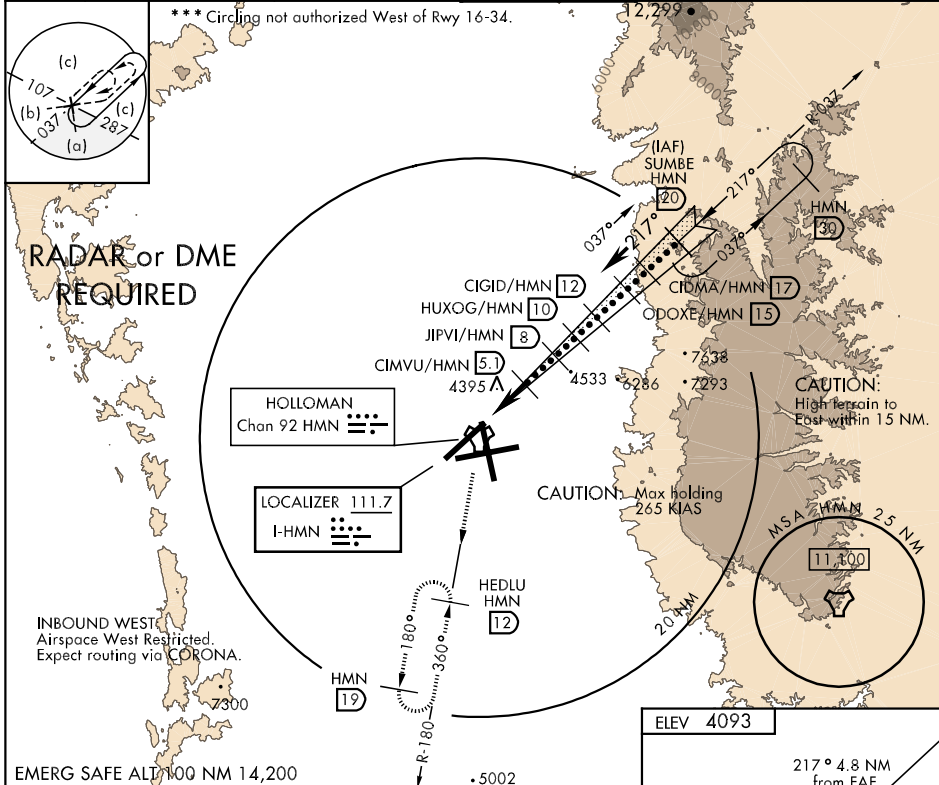
HOLLOMAN AFB (KHMN)

▼ * When ALS inop, increase CAT CDE vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT C vis to $1\frac{1}{2}$ miles, CAT D vis to $1\frac{3}{4}$ miles, CAT E vis to 2 miles.	ALSF-1 (A1)
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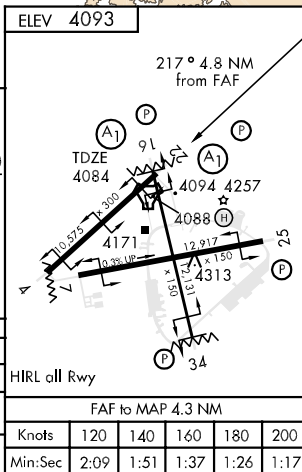
MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn left and intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4
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*** Circling not authorized West of Rwy 16-34.



CATEGORY	C	D	E
S-ILS 22 *	4284-½	200	(200-½)
S-LOC 22 **	4660-1 576 (600-1)	4660-1¼ 576 (600-1¼)	4660-1½ 576 (600-1½)
CIRCLING ***	4660-1½ 567 (600-1½)	4660-2 567 (600-2)	4760-2¼ 667 (700-2¼)



TACAN HMN Chan 92	APCH CRS 162°	Rwy Idg 12,131 TDZE 4083 Arpt Elev 4093
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JAL-7 [USAF]

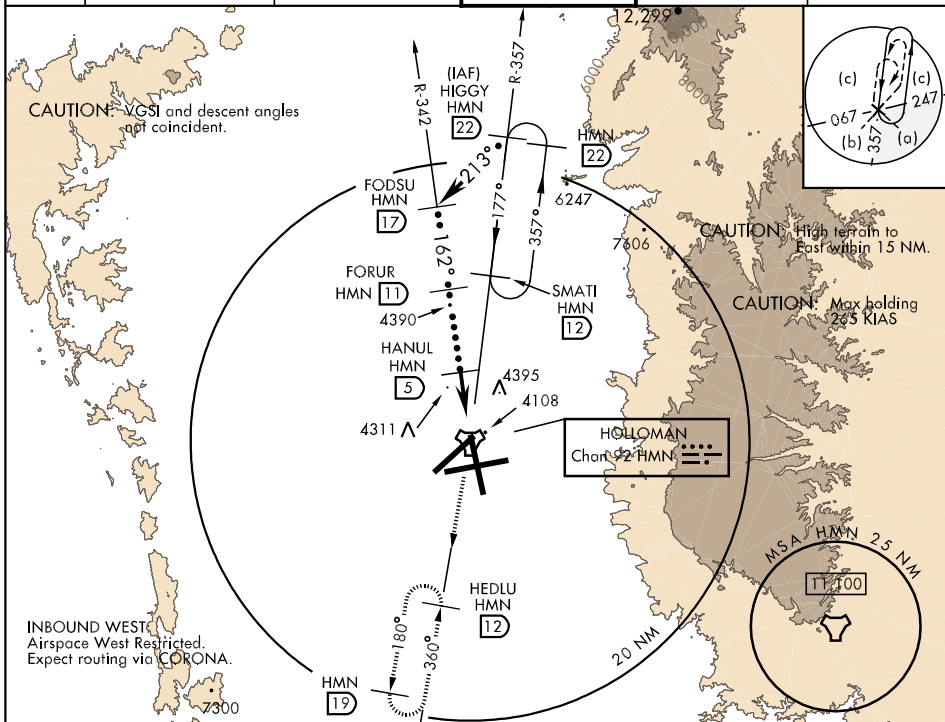
HOLLOMAN AFB (KHMN)

T * When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** Circling not authorized West of Rwy 16-34.

ALSF-1

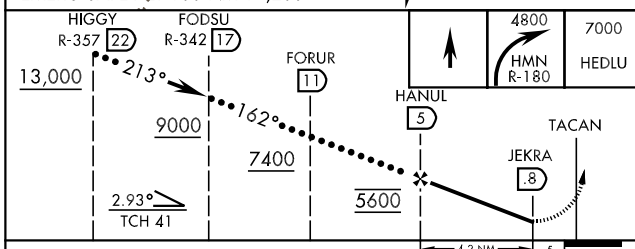
MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn right and intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4

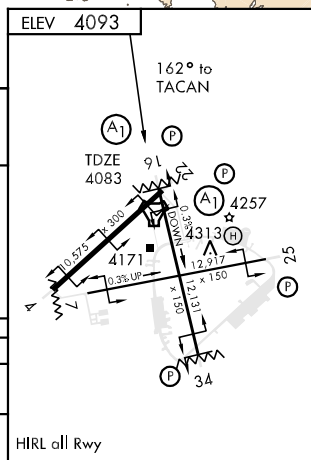


SW-1, 14 JAN 2010 to 11 FEB 2010

EMERG SAFE ALT 100 NM 14,200



CATEGORY	C	D	E
S-16 *	4700-1¼ 617 (700-1¼)	4700-1½ 617 (700-1½)	4700-1¾ 617 (700-1¾)
CIRCLING **	4700-1¾ 607 (700-1¾)	4700-2 607 (700-2)	4760-2¼ 667 (700-2¼)



TACAN HMN Chan 92	APCH CRS 334°	Rwy Idg 12,131 TDZE Arpt Elev 4093
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JAL-7 [USAF]

HOLLOMAN AFB (KHMN)

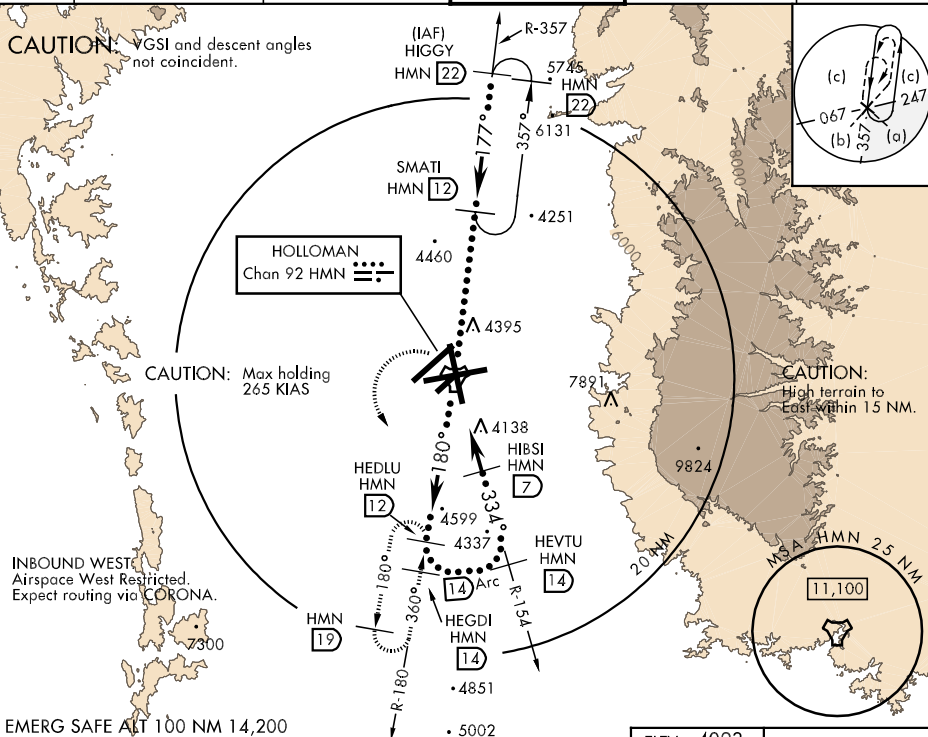


* Circling not authorized West of Rwy 16-34.

MISSED APPROACH: Climbing to 7000 fly straight ahead.
Upon reaching 5000 turn left to intercept HMN R-180
outbound to HEDLU and hold.

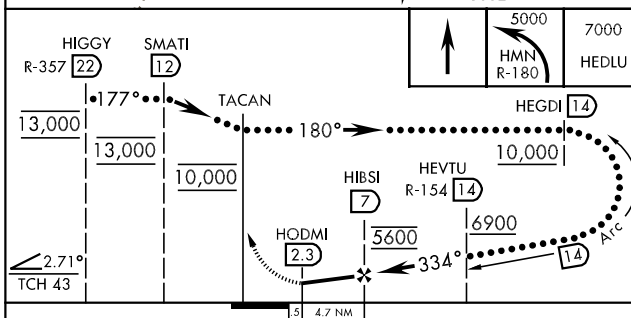
ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4
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CAUTION: VGS1 and descent angles
not coincident.

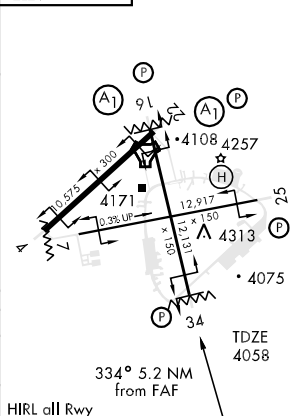


INBOUND WEST
Airspace West Restricted.
Expect routing via CORONA.

EMERG SAFE ALT 100 NM 14,200



ELEV 4093



CATEGORY	C	D	E
S-34	4520-1¼ 462 (500-1¼)	4520-1½ 462 (500-1½)	4520-1¾ 462 (500-1¾)
CIRCLING *	4660-1½ 567 (600-1½)	4660-2 567 (600-2)	4760-2¼ 667 (700-2¼)

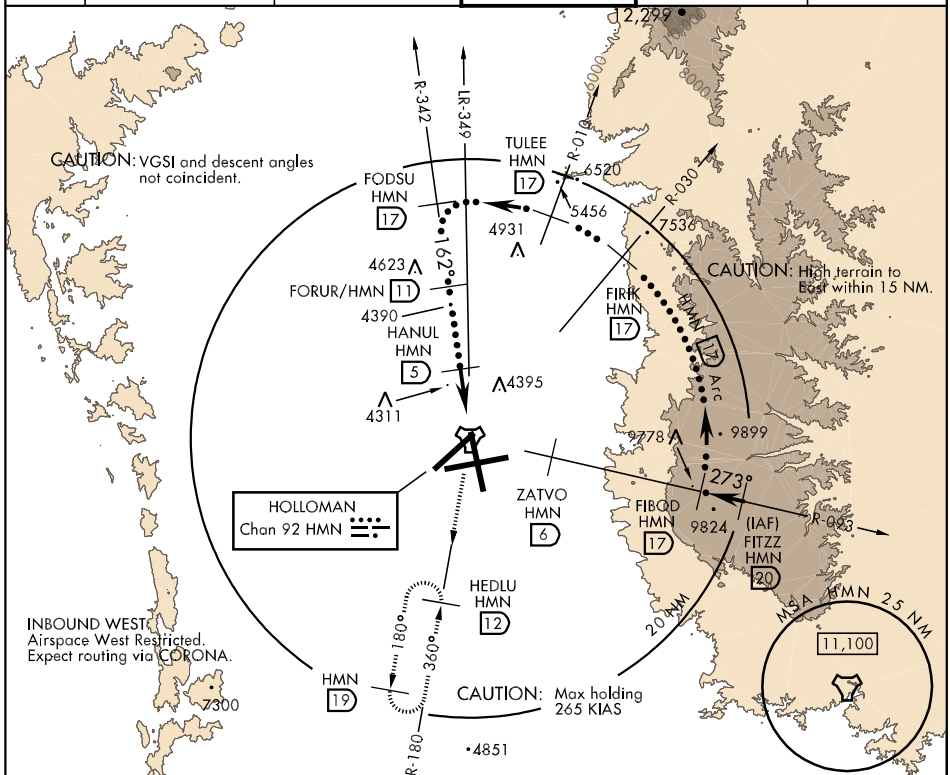
TACAN HMN Chan 92	APCH CRS 162°	Rwy Idg 12,131 TDZE 4083 Arpt Elev 4093
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JAL-7 [USAF]

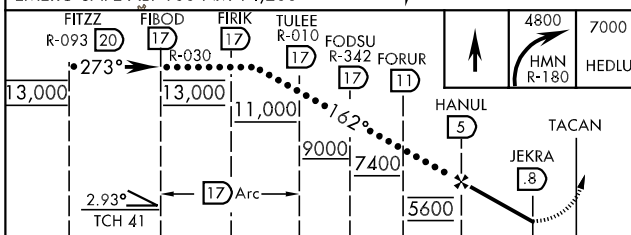
HOLLOMAN AFB (KHMN)

▼ * When ALS inop, increase CAT C vis to 1¼ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles. ** Circling not authorized West of Rwy 16-34.	ALSF-1 (A1)	MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn right and intercept HMN R-180 outbound to HEDLU and hold.
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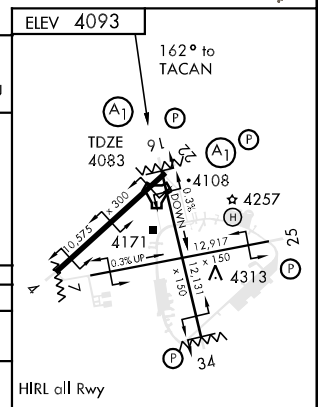
ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4
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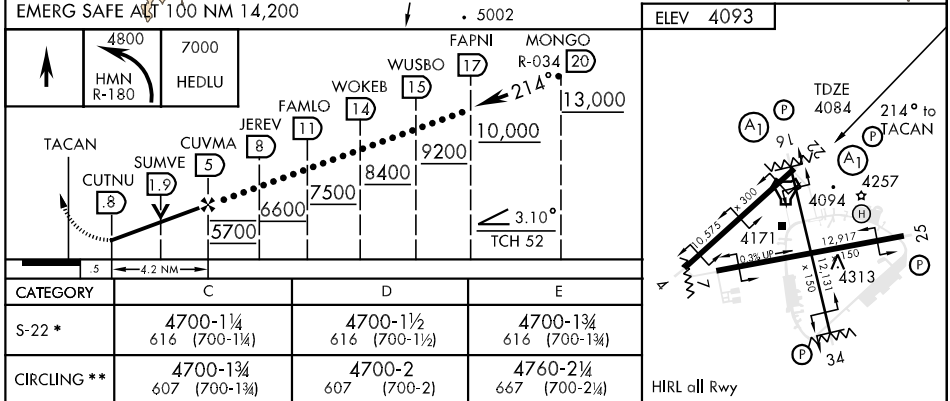
EMERG SAFE ALT 100 NM 14,200



CATEGORY	C	D	E
S-16 *	4700-1¼ 617 (700-1¼)	4700-1½ 617 (700-1½)	4700-1¾ 617 (700-1¾)
CIRCLING **	4700-1¾ 607 (700-1¾)	4700-2 607 (700-2)	4760-2¼ 667 (700-2¼)



ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CINC DEL 126.7 289.4
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HOLLOMAN AFB (KHMN)

MISSED APPROACH: Climbing to 7000 fly straight ahead. Upon reaching 5000 turn left to intercept HMN R-180 to HEDLU and hold.

[illegible]

SW-1, 14 JAN 2010 to 11 FEB 2010

CATEGORY	C	D	E
S-34	4520-1¼ 462 (500-1¼)	4520-1½ 462 (500-1½)	4520-1¾ 462 (500-1¾)
CIRCLING *	4660-1½ 567 (600-1½)	4660-2 567 (600-2)	4760-2¼ 667 (700-2¼)

HIGGY ONE DEPARTURE (HIGGY1 • HIGGY)

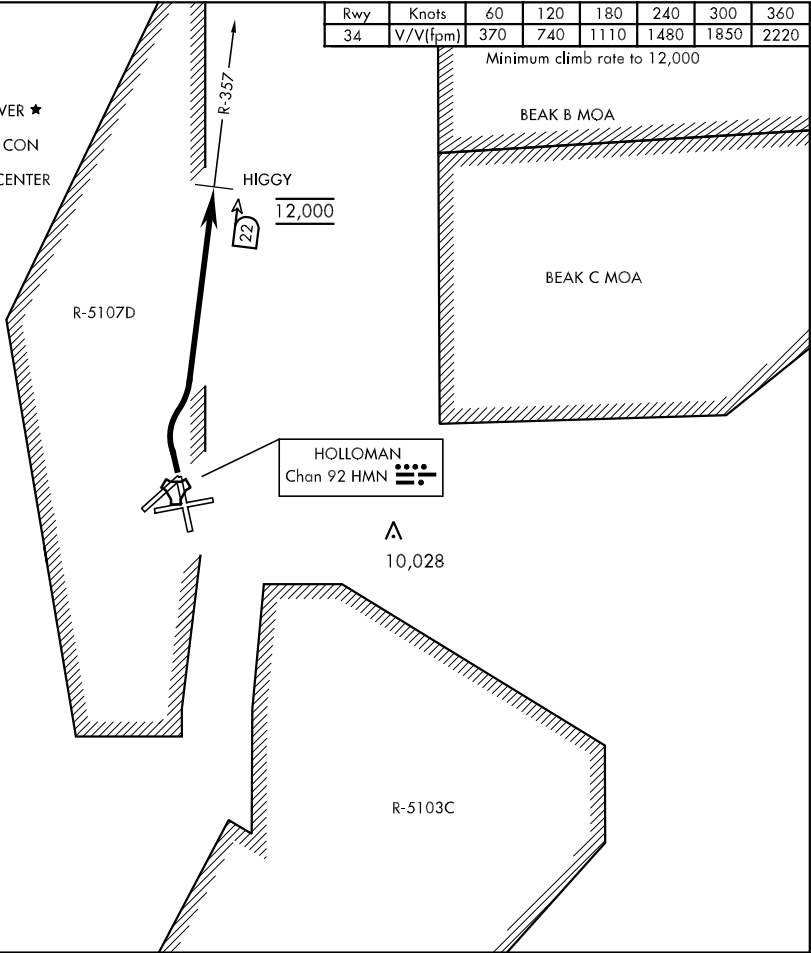
SHL-7 [USAF]

ALAMOGORDO, NEW MEXICO

ATIS ★ 273.5
 CLNC DEL
 126.7 289.4
 GND CON
 127.05 275.8
 HOLLOMAN TOWER ★
 119.3 255.9
 HOLLOMAN DEP CON
 128.1 284.0
 ALBUQUERQUE CENTER
 132.65 257.6

Rwy	Knots	60	120	180	240	300	360
34	V/V(fpm)	370	740	1110	1480	1850	2220

Minimum climb rate to 12,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 34: Climbing to 12,000 turn right and intercept HMN TACAN R-357 direct HIGGY (HMN R-357/22 DME), then via assigned routing. Cross HIGGY at 12,000.

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC I-MUK 108.9	APCH CRS 158°	Rwy Idg 12,131 TDZE 4083 Arpt Elev 4093
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AL-7 [USAF]

HOLLOMAN AFB (KHMN)

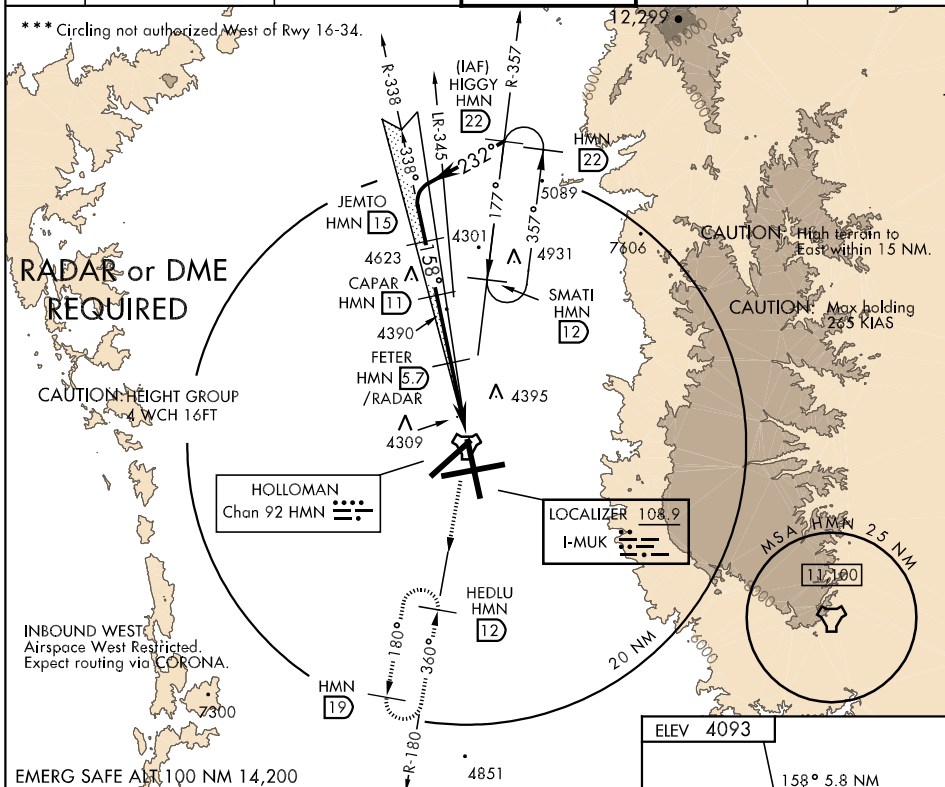
▼ ** When ALS inop, increase CAT ABCDE vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to $1\frac{1}{4}$ miles, CAT D vis to $1\frac{1}{2}$ miles, CAT E vis to $1\frac{3}{4}$ miles.

ALS-1

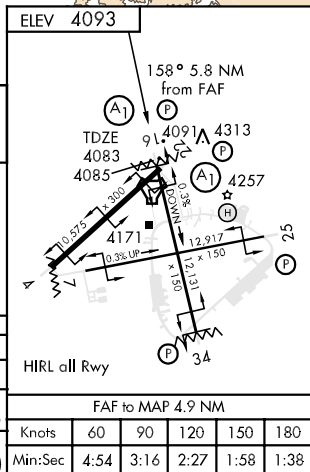


MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn right and intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4
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	HIGGY R-357 (22)	JEMTO R-338 (15) Intcp Lczt	CAPAR (11)	FETER /RADAR (5.7)	TACAN FAMAG (.8)
	13,000	8000	6900	5406	5600
	232°	158°			
	GS 2.50° TCH 41				
				4.9 NM	.5
CATEGORY	A	B	C	D	E
S-ILS 16 *		4283- $\frac{1}{2}$	200	(200- $\frac{1}{2}$)	
S-LOC 16 **		4580- $\frac{1}{2}$ 497 (500- $\frac{1}{2}$)	4580- $\frac{3}{4}$ 497 (500- $\frac{3}{4}$)	4580-1 497 (500-1)	4580-1 $\frac{1}{4}$ 497 (500-1 $\frac{1}{4}$)
CIRCLING ***		4660-1 567 (600-1)	4660-1 $\frac{1}{2}$ 567 (600-1 $\frac{1}{2}$)	4660-2 567 (600-2)	4760-2 $\frac{1}{4}$ 667 (700-2 $\frac{1}{4}$)



TACAN HMN Chan 92	APCH CRS 334°	Rwy Idg 12,131 TDZE 4058 Arpt Elev 4093
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AL-7 [USAF]

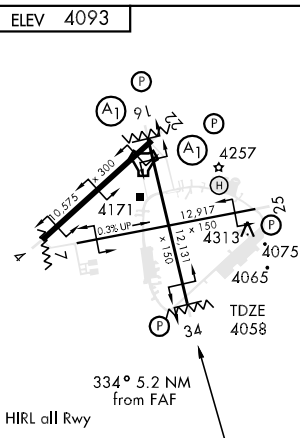
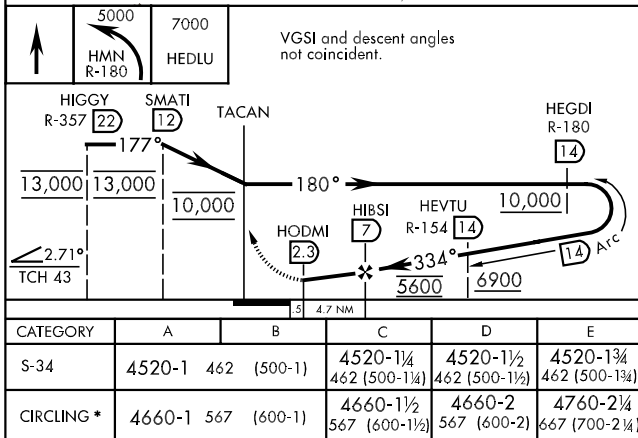
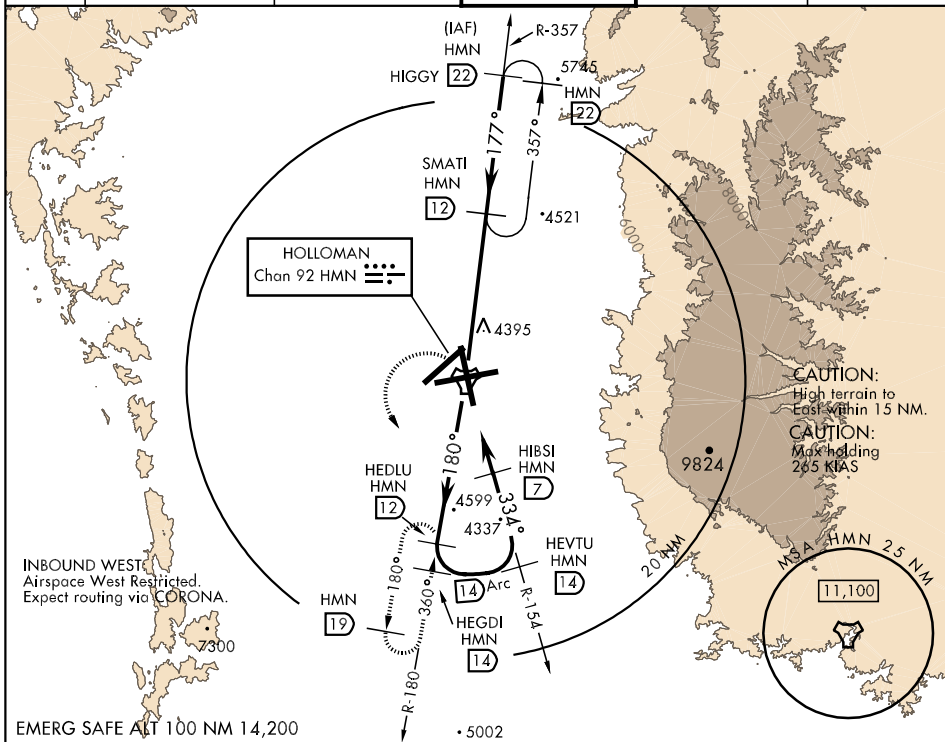
HOLLOMAN AFB (KHMN)



* Circling not authorized West of Rwy 16-34.

MISSED APPROACH: Climb straight ahead to 7000, passing 5000 turn left and intercept HMN R-180 outbound to HEDLU and hold.

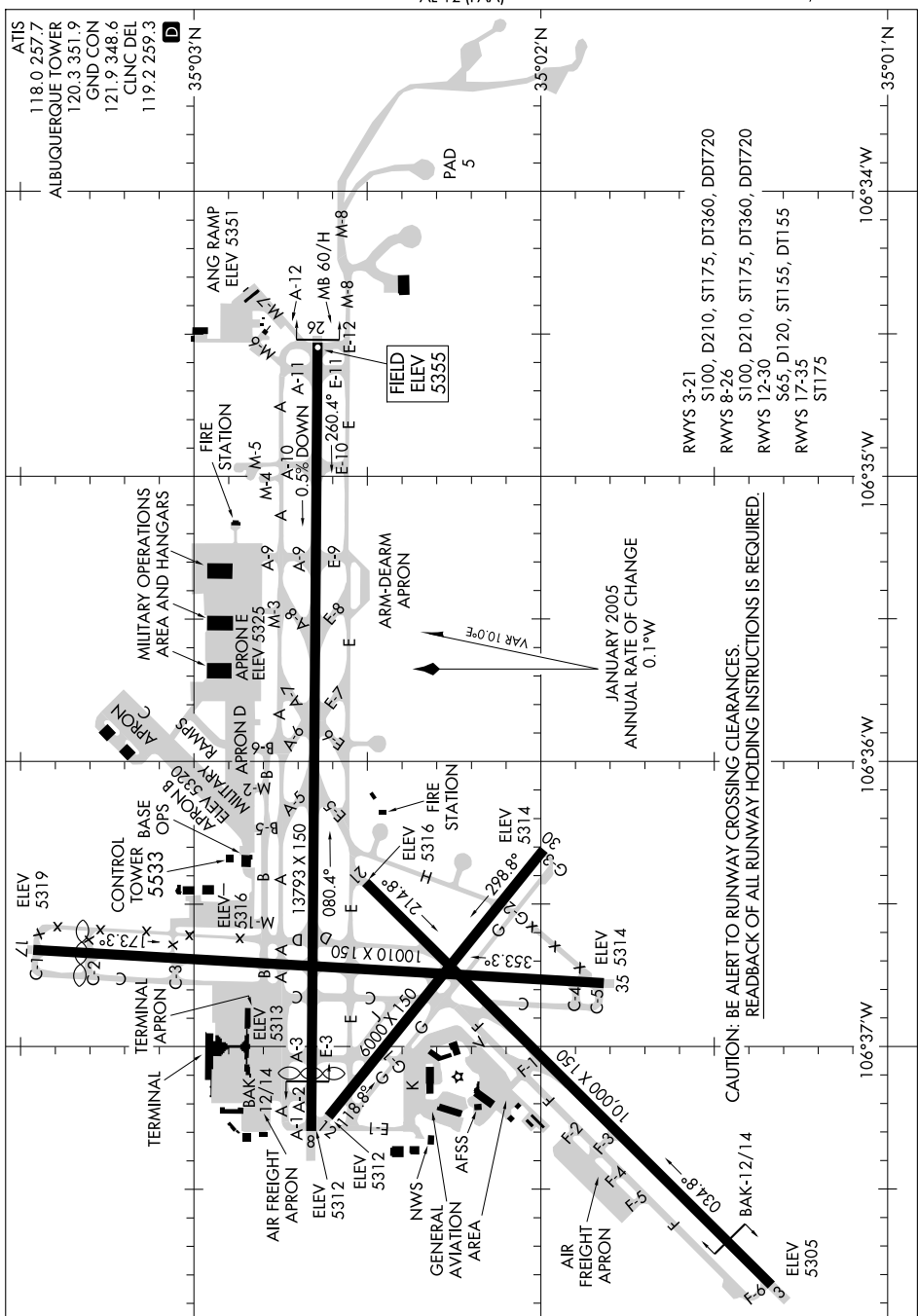
ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4
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AIRPORT DIAGRAM

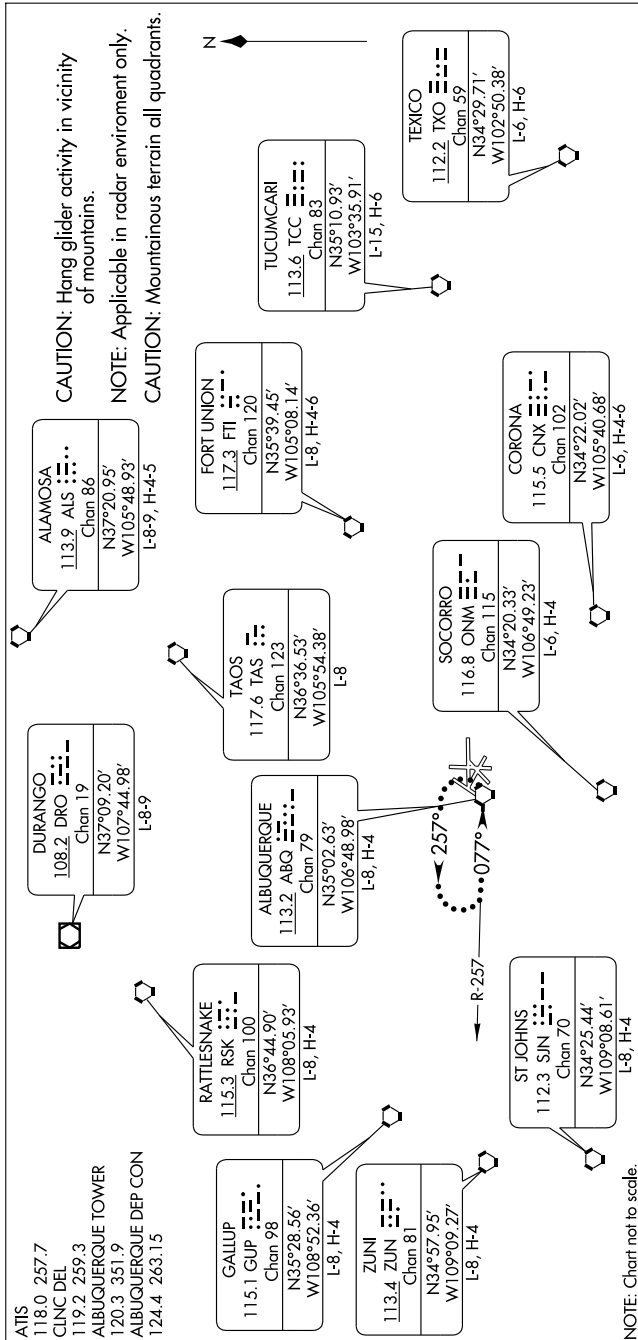
AL-12 (FAA)

ALBUQUERQUE INTL AIRPORT (ABQ)
ALBUQUERQUE, NEW MEXICO



ALBUQUERQUE TWO DEPARTURE

SL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

DEPARTURE ROUTE DESCRIPTION

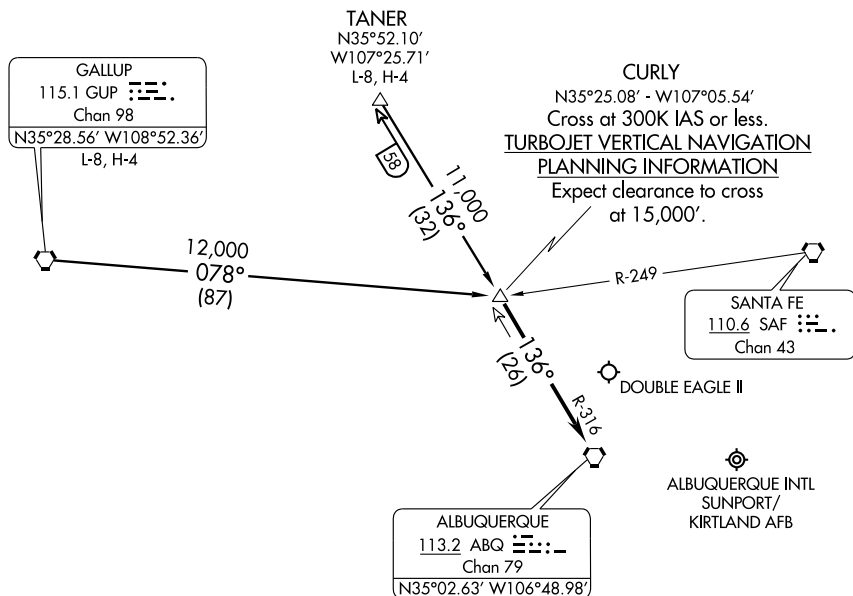
All aircraft fly assigned heading for vectors to filed/assigned route. When weather conditions are 5,000' ceiling and 7 miles visibility or greater, for informal noise abatement, request turboprop and turboprop aircraft, except STOL aircraft, making a left turn from Runway 8, to delay their turn until 13.5 DME from the ABQ VORTAC. Expect clearance to filed altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for 1 minute after departure and a climb to 14,000 feet or higher has not been issued, proceed direct to ABQ VORTAC, climb in holding pattern to 14,000 feet, then proceed via assigned fix/route. If cleared above 14,000 feet, climb on assigned heading to 14,000 feet, then proceed via assigned fix/route.

ALBUQUERQUE APP CON

127.4 253.5

ATIS 118.0 257.7



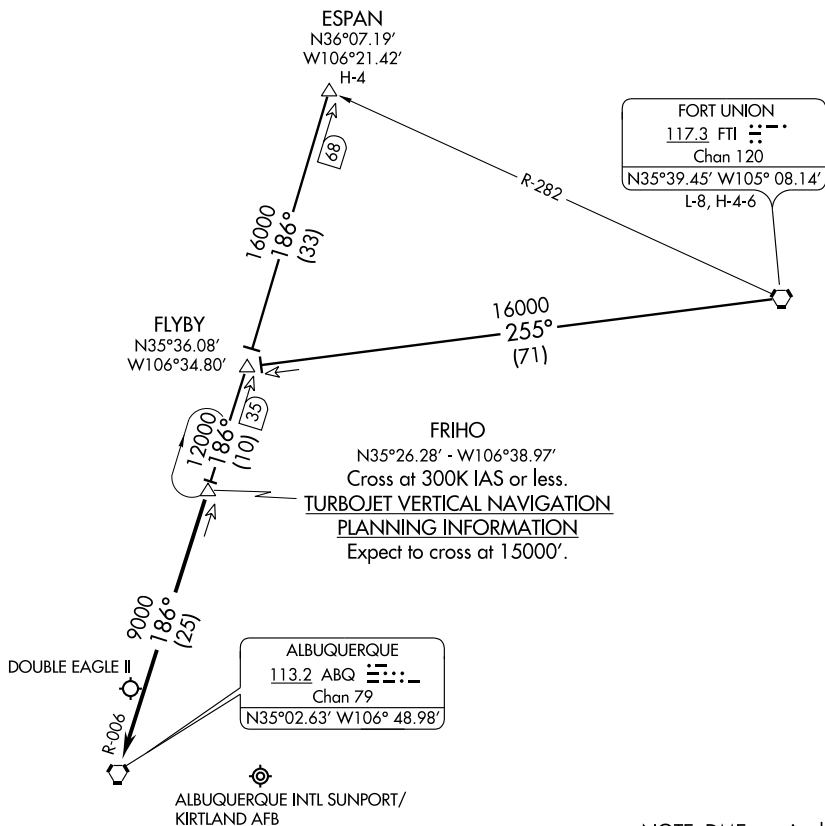
NOTE: This procedure applicable only to turboprop and turbojet aircraft operating at or above 15,000'.

NOTE: Chart not to scale.

GALLUP TRANSITION (GUP.CURLY2): From over GUP VORTAC via GUP R-078 to CURLY DME fix. Thence....

TANER TRANSITION (TANER.CURLY2): From over TANER INT via ABQ R-316 to CURLY DME fix. Thence....

....From over CURLY DME fix via ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY DME fix.



NOTE: DME required.

NOTE: Chart not to scale.

ESPAN TRANSITION (ESPAN.FRIHO4): From over ESPAN DME fix via ABQ R-006 to FRIHO DME fix, thence....

FORT UNION TRANSITION (FTI.FRIHO4): From over FTI VORTAC via FTI R-255 and ABQ R-006 to FRIHO DME fix, thence....

.... From over FRIHO DME fix via ABQ R-006 to ABQ VORTAC. Expect vectors to final approach course after passing FRIHO DME fix.

TACAN Chan 79	APCH CRS 077°	Rwy Idg 12,793 TDZE 5317 Arpt Elev 5355
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JAL-12 [USAF]

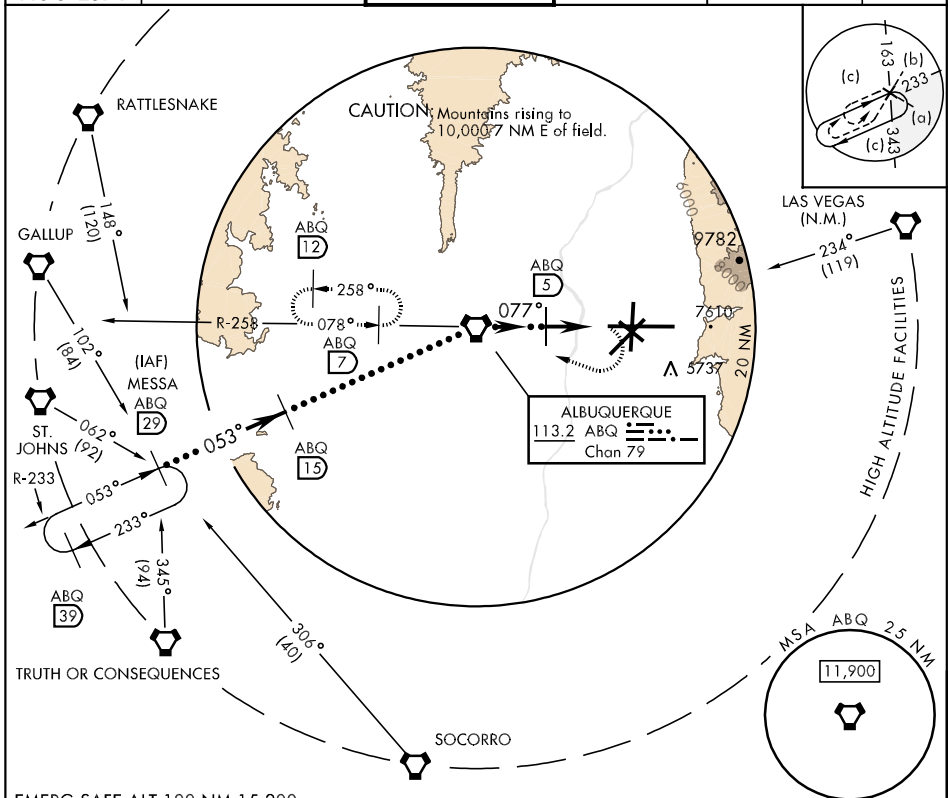
ALBUQUERQUE INTL SUNPORT (KIKR/KABQ)

▼ * Not authorized E of Rwy 17-35.



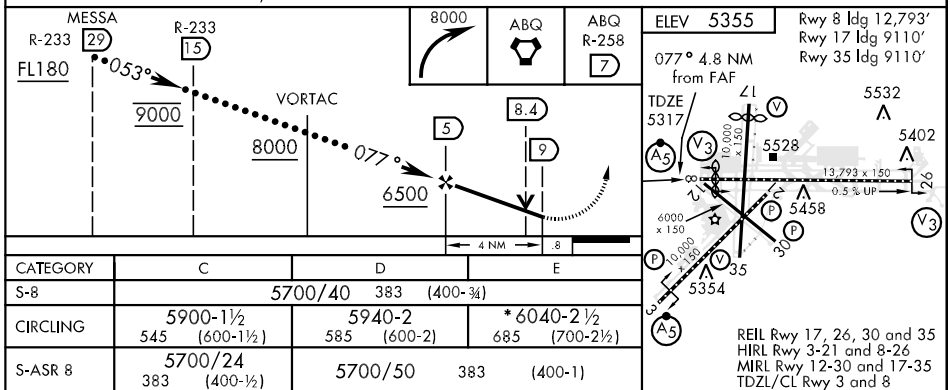
MISSED APPROACH: Climbing right turn to 8000 direct ABQ VORTAC and ABQ R-258 to 7 DME and hold.

ATIS 118.0 257.7	ALBUQUERQUE APP CON 123.9 354.1	ALBUQUERQUE TOWER 120.3 351.9	GND CON 121.9 348.6	CLNC DEL 119.2 259.3	ASR
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SW-1, 14 JAN 2010 to 11 FEB 2010

EMERG SAFE ALT 100 NM 15,200



ALBUQUERQUE, NEW MEXICO

35°02'N-106°37'W ALBUQUERQUE INTL SUNPORT (KIKR/KABQ)

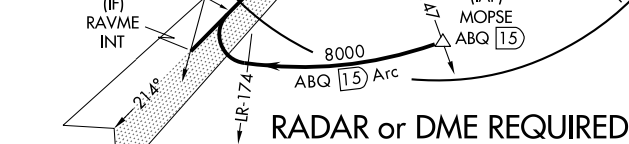
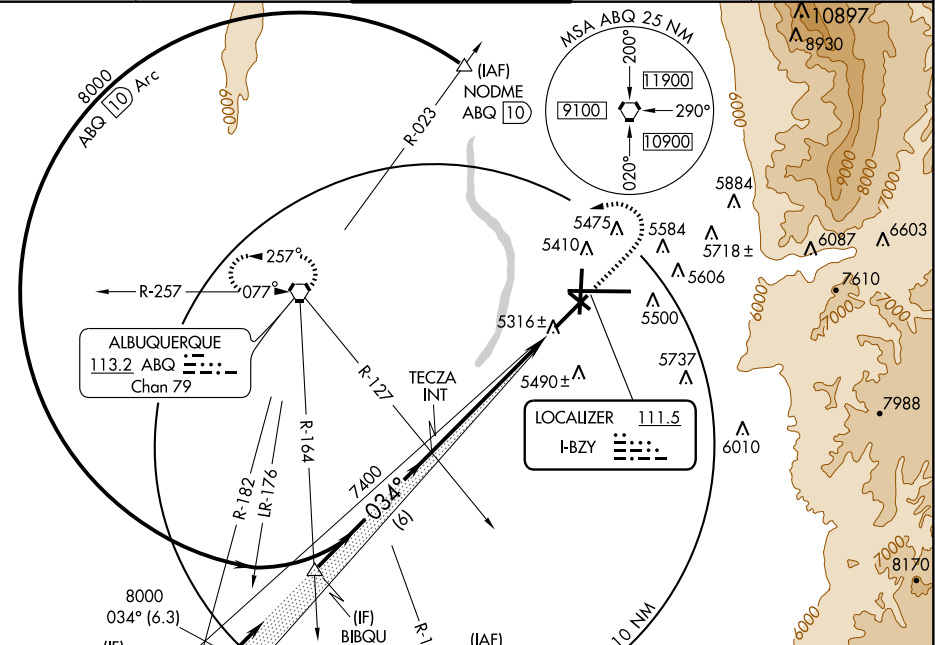
LOC I-BZY	APP CRS	Rwy Idg	10000
111.5	034°	TDZE	5312
		Apt Elev	5355

ILS or LOC RWY 3
ALBUQUERQUE INTL SUNPORT (ABQ)

For inoperative MALS, increase S-LOC 3 Cat D visibility to RVR 5000. Use of flight director or autopilot or heads up display guidance system (HGS) required.

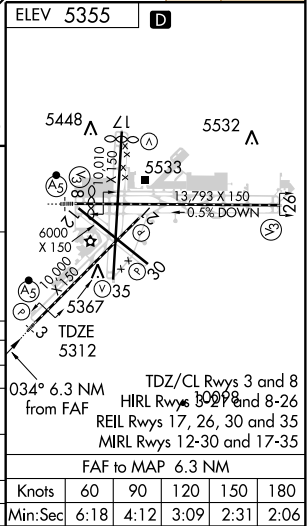
MALS
MISSED APPROACH: Climb to 5900 then climbing left turn to 8000 direct ABQ VORTAC and hold, continue climb in hold to 8000.

ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3



BIBQU INT	TECZA INT	5900	8000	ABQ
8000	7400			113.2
GS 3.00°	TCH 60			
	6 NM	6.3 NM		

CATEGORY	A	B	C	D
S-ILS 3		5512/24	200 (200-½)	
S-LOC 3		5600/24	288 (300-½)	5600/40 288 (300-¾)
CIRCLING	5840-1	485 (500-1)	5900-1½ 545 (600-1½)	5920-2 565 (600-2)
SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED				
S-ILS 3		5512/18	200 (200-½)	



LOC/DME I-SPT 111.9 Chan 56	APP CRS 079°	Rwy Idg 12793 TDZE 5317 Apt Elev 5355
---	------------------------	--

ILS or LOC RWY 8
ALBUQUERQUE INTL SUNPORT (ABQ)

T For inoperative MALSR, increase Cat D S-LOC 8
ASR visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 5800 then climbing right turn to 8000 direct ABQ VORTAC and hold.

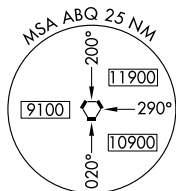
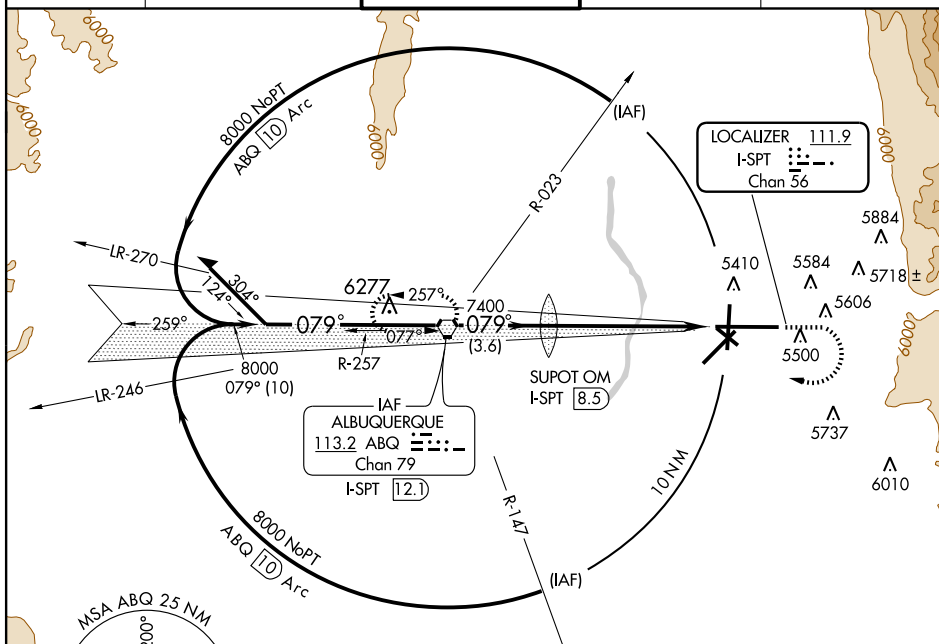
ATIS
118.0 257.7

ALBUQUERQUE APP CON
123.9 354.1

ALBUQUERQUE TOWER
120.3 351.9

GND CON
121.9 348.6

CLNC DEL
119.2 259.3

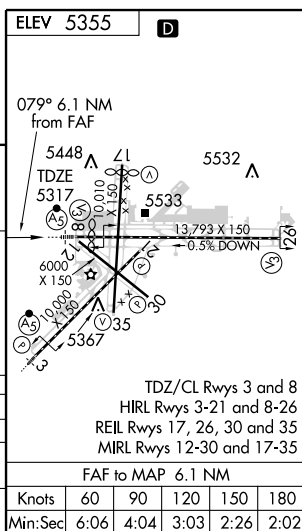


The diagram shows a VORTAC station labeled "VORTAC I-SPT" with a frequency of "8000". A bearing of "259°" is indicated from the station to a point labeled "Remain within 10 NM". An elevation of "079°" is also shown.

SUPOT OM
1.875 9.5

5800	8000	ABQ
		
		<u>113.2</u>

I-SP
2.4

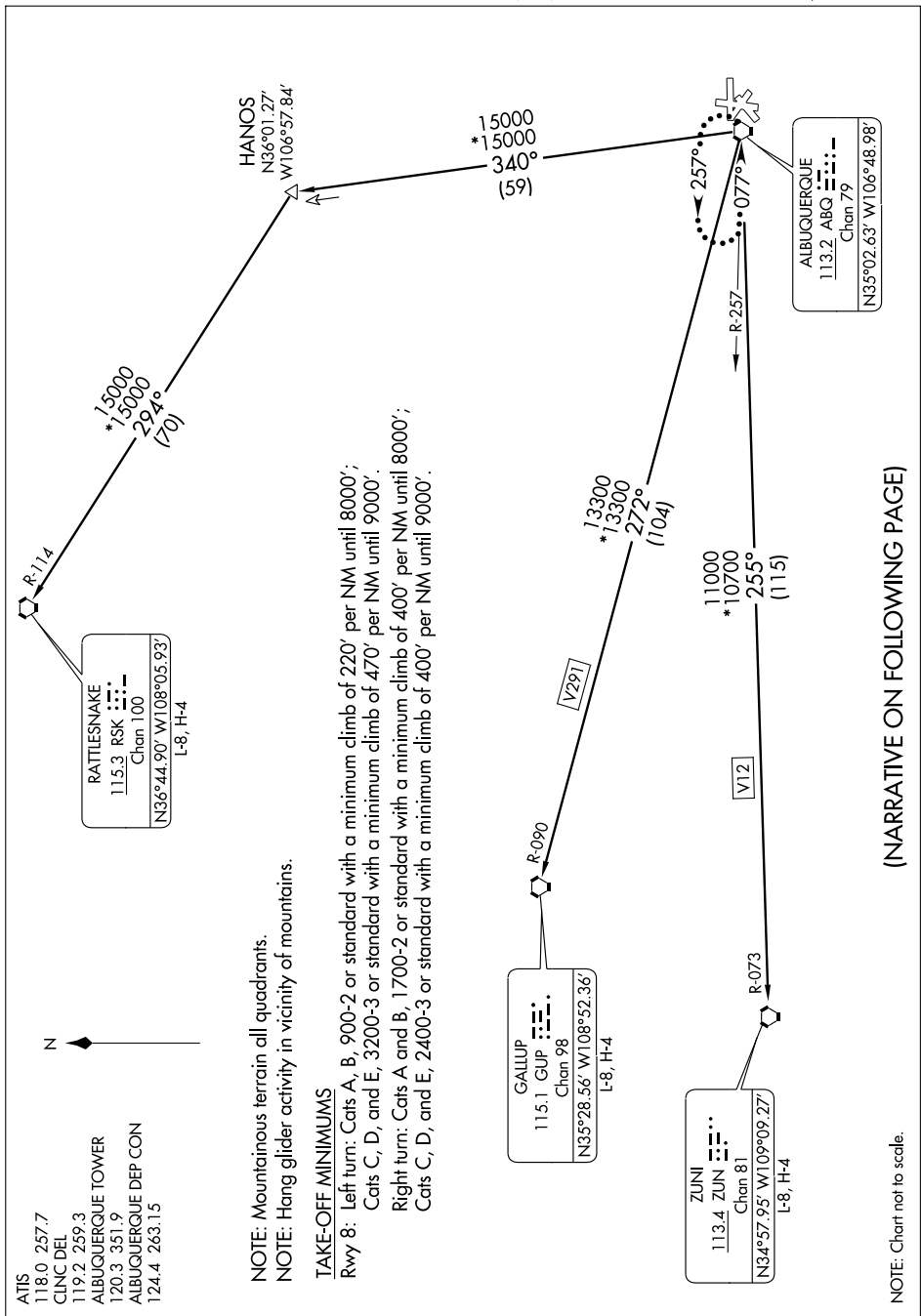


CATEGORY	A	B	C	D
S-ILS 8	5517/18 200 (200-½)			
S-LOC 8	5640/24 323 (300-½)			5640/40 323 (300-¾)
CIRCLING	5840-1	485 (500-1)	5900-1½ 545 (600-1½)	5940-2 585 (600-2)

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

LARGO TWO DEPARTURE

SL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

DEPARTURE ROUTE DESCRIPTION

All aircraft fly assigned heading for vectors to filed/assigned route.

Rwy 8 departures: Upon passing 5750' MSL, turn left/right to assigned heading. When weather conditions are 5000' ceiling and 7 miles visibility or greater, FOR INFORMAL NOISE ABATEMENT, request turboprop and turbojet aircraft, except STOL aircraft, making a left turn from runway 8, to delay their turn until 13.5 DME from the ABQ VORTAC. Expect clearance to filed altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure and a climb to 14,000 feet or higher has not been issued, proceed direct to ABQ VORTAC, climb in the holding pattern to 14000, then proceed via assigned fix/route. If cleared above 14000 feet, climb on assigned heading to 14000 feet, then proceed via assigned fix/route.

GALLUP TRANSITION (LARGO2.GUP): From over ABQ VORTAC via ABQ R-272 and GUP R-090 to GUP VORTAC.

RATTLESNAKE TRANSITION (LARGO2.RSK): From over ABQ VORTAC via ABQ R-340 and RSK R-114 to RSK VORTAC.

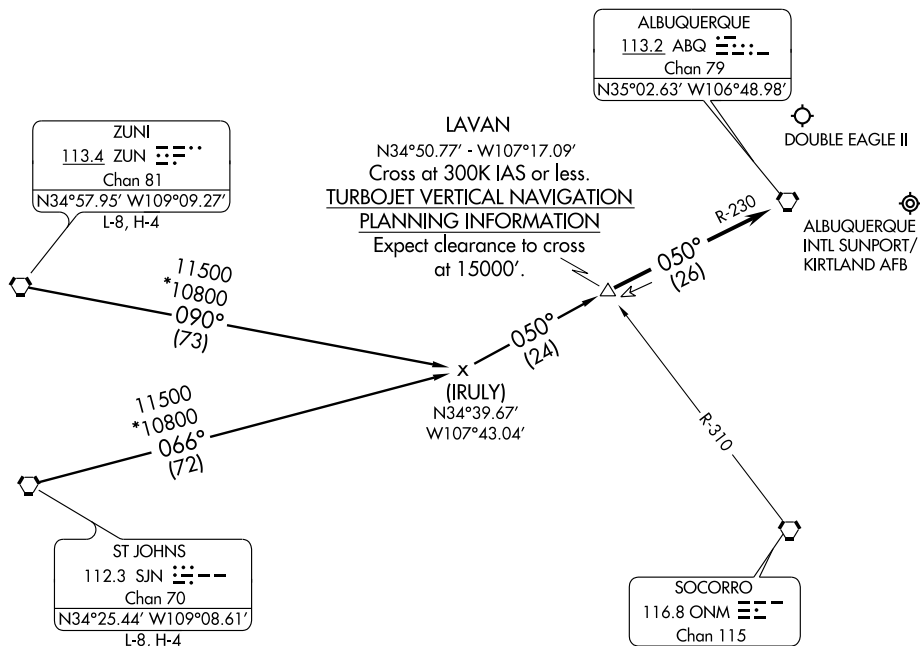
ZUNI TRANSITION (LARGO2.ZUN): From over ABQ VORTAC via ABQ R-255 and ZUN R-073 to ZUN VORTAC.

LAVAN THREE ARRIVAL

ST-12 (FAA)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
 123.9 354.1
 ALBUQUERQUE TOWER
 120.3 351.9
 GND CON
 121.9 348.6
 ATIS
 118.0 257.7



NOTE: Chart not to scale.

ST. JOHNS TRANSITION (SJN.LAVAN3): From over SJN VORTAC via SJN R-066 and ABQ R-230 to LAVAN DME/INT. Thence....

ZUNI TRANSITION (ZUN.LAVAN3): From over ZUN VORTAC via ZUN R-090 and ABQ R-230 to LAVAN DME/INT. Thence....

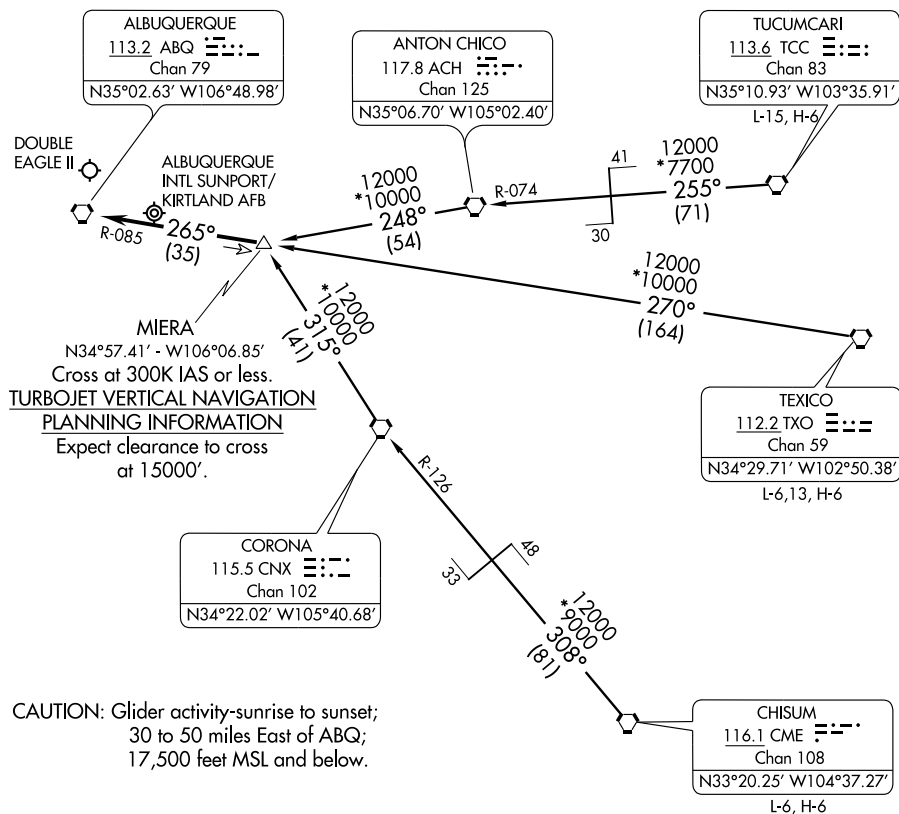
....From over LAVAN fix/INT via ABQ R-230 to ABQ VORTAC. Expect vectors to final approach course after passing LAVAN.

ALBUQUERQUE APP CON

123.9 354.1

ATIS

118.0 257.7



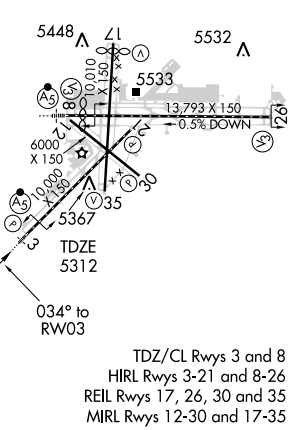
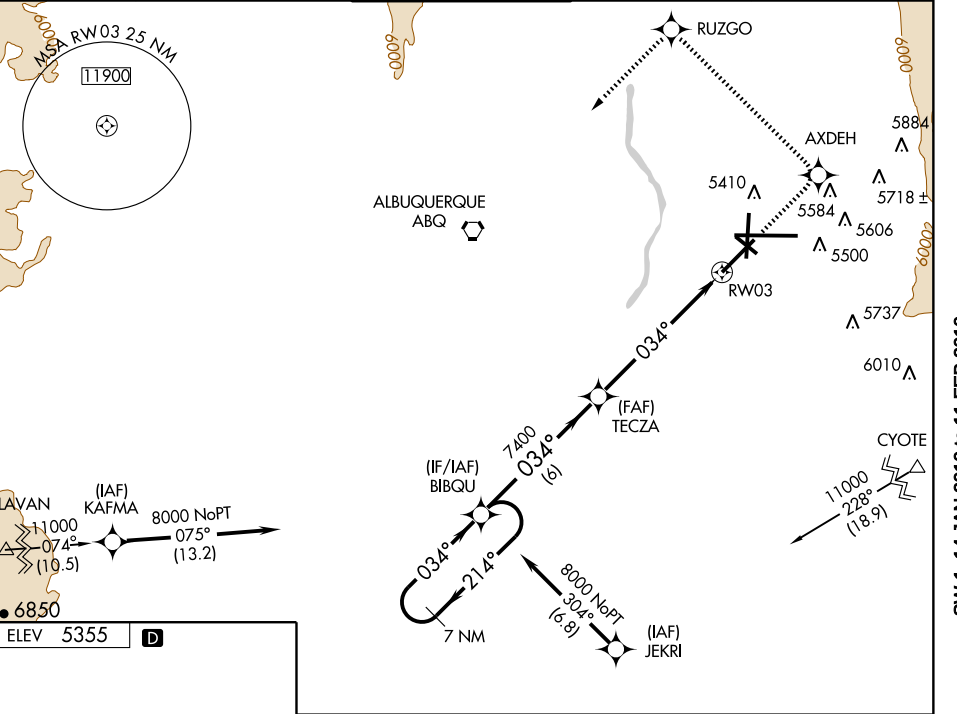
CHISUM TRANSITION (CME.MIERA2): From over CME VORTAC via CME R-308 and CNX R-126 to CNX VORTAC, then via CNX R-315 to MIERA DME fix. Thence....

TEXICO TRANSITION (TXO.MIERA2): From over TXO VORTAC via TXO R-270 and ABQ R-085 to MIERA DME fix. Thence....

TUCUMCARI TRANSITION (TCC.MIERA2): From over TCC VORTAC via TCC R-255 and ACH R-074 to ACH VORTAC, then via ACH R-248 to MIERA DME fix. Thence....

....From over MIERA DME fix via ABQ R-085 to ABQ VORTAC. Expect vectors to final approach course after passing MIERA DME fix.

▼ NA Inoperative table does not apply to LNAV Cat D. Baro-VNAV NA below -25°C (-13°F) GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile.		MALSR	MISSED APPROACH: Climb to 8000 via 034° course to AXDEH WP then via 304° course to RUZGO WP then via 214° course to ABQ VORTAC.		
ASR					
ATIS 118.0 257.7		ALBUQUERQUE APP CON 123.9 354.1		ALBUQUERQUE TOWER 120.3 351.9	GND CON 121.9 348.6 CLNC DEL 119.2 259.3



7 NM Holding Pattern		BIBQU		8000 ↑ 034°		AXDEH ✦		RUZGO ↑ 304°		ABQ ↑ 214°		✧	
8000 ← 214° 034° →				034°		TECZA		*0.7 NM to RW03		RW03			
GS 3.00° TCH 60				7400		✖		*LNAV only					
		6 NM		5.6 NM		0.7							
CATEGORY		A		B		C		D					
GLS PA DA		NA											
LNAV/ VNAV DA		5580-½ 268 (300-½)										5580-¾ 268 (300-¾)	
LNAV MDA		5600-½ 288 (300-½)										5600-1 288 (300-1)	
CIRCLING		5840-1 485 (500-1)				5900-1½ 545 (600-1½)				5940-2 585 (600-2)			

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	12793
079°	TDZE	5320
	Apt Elev	5355

RNAV (GPS) RWY 8
ALBUQUERQUE INTL SUNPORT (ABQ)

T DME/DME RNP- 0.3 NA.
ASR For inoperative MALSR increase LNAV Cat D visibility to 1 1/4 .



MISSED APPROACH: Climbing right turn to 9000 direct JILUG and hold.

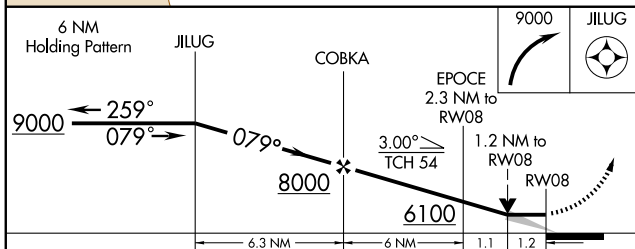
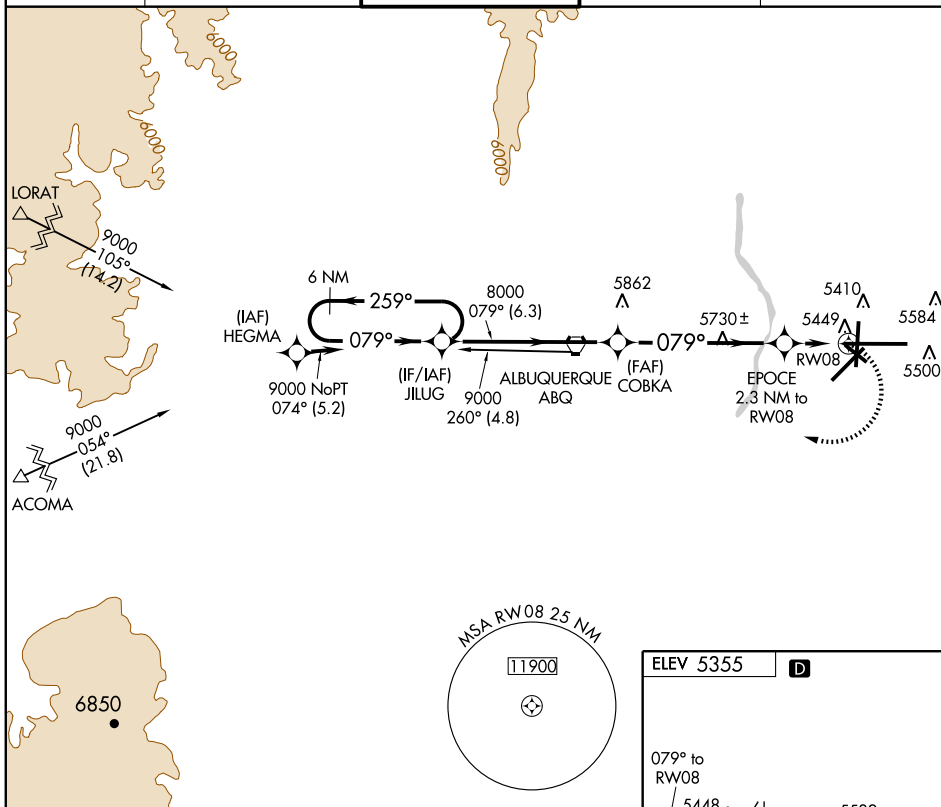
ATIS
118.0 257.7

ALBUQUERQUE APP CON
123.9 354.1

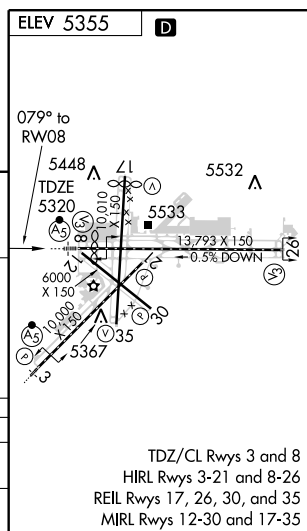
ALBUQUERQUE TOWER
120.3 351.9

GND CON
121.9 348.6

CLNC DEL
119.2 259.3



CATEGORY	A	B	C	D
LNAV MDA	5740/24	420 (400-½)	5740/40 420 (400-¾)	5740/50 420 (400-1)
CIRCLING	5840-1	485 (500-1)	5900-1½ 545 (600-1½)	5920-2 565 (600-2)



APP CRS
172°

Rwy Idg	9110
TDZE	5321
Apt Elev	5355

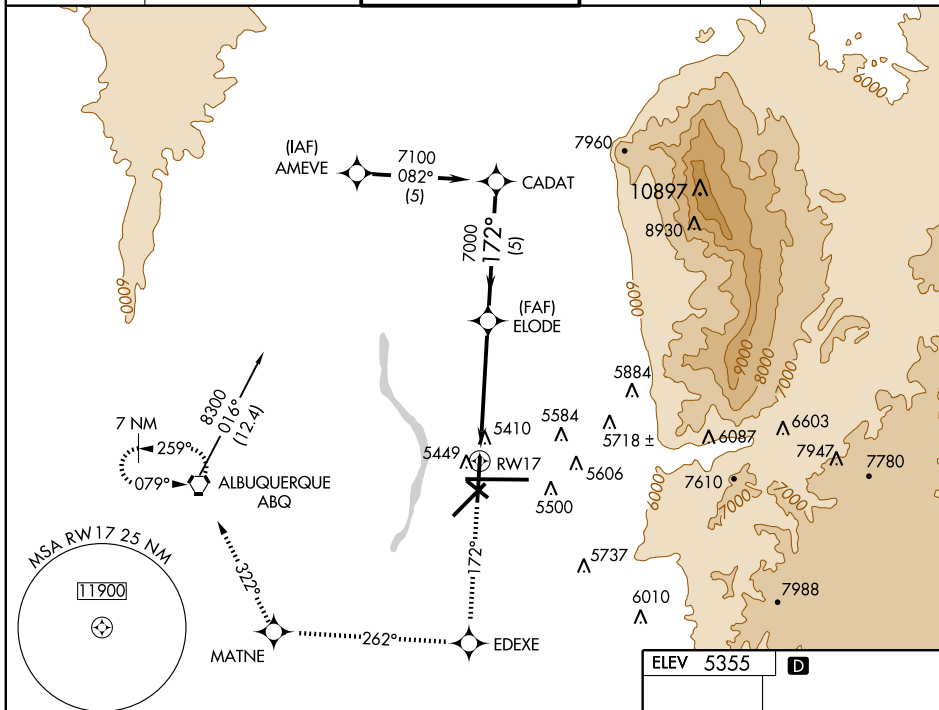
RNAV (GPS) RWY 17

ALBUQUERQUE INTL SUNPORT (ABQ)

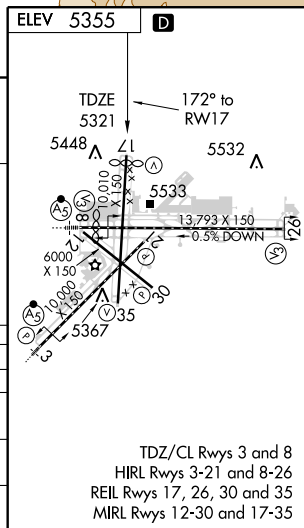
T	Baro-VNAV NA below -25° C (-13° F)
A NA	GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.
ASR	

MISSED APPROACH: Climb to 9000 via 172° course to EDEXE then via 262° course to MATNE then via 322° course to ABQ VORTAC and hold.

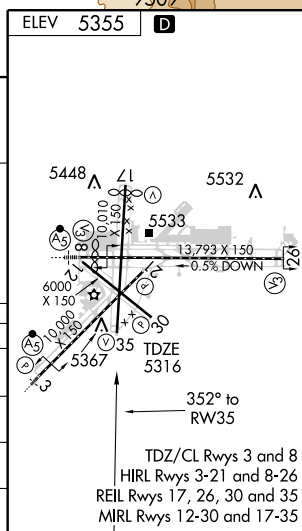
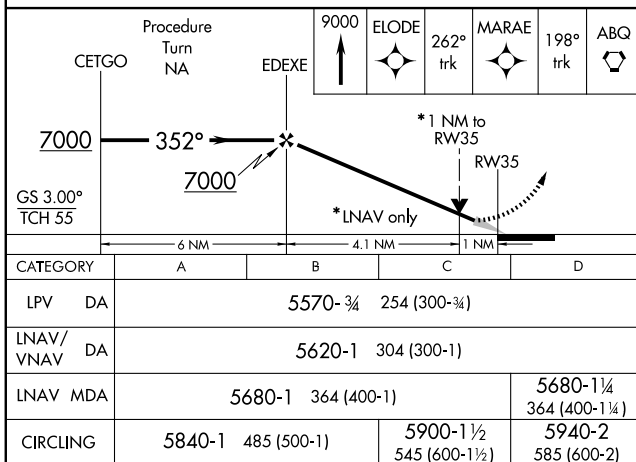
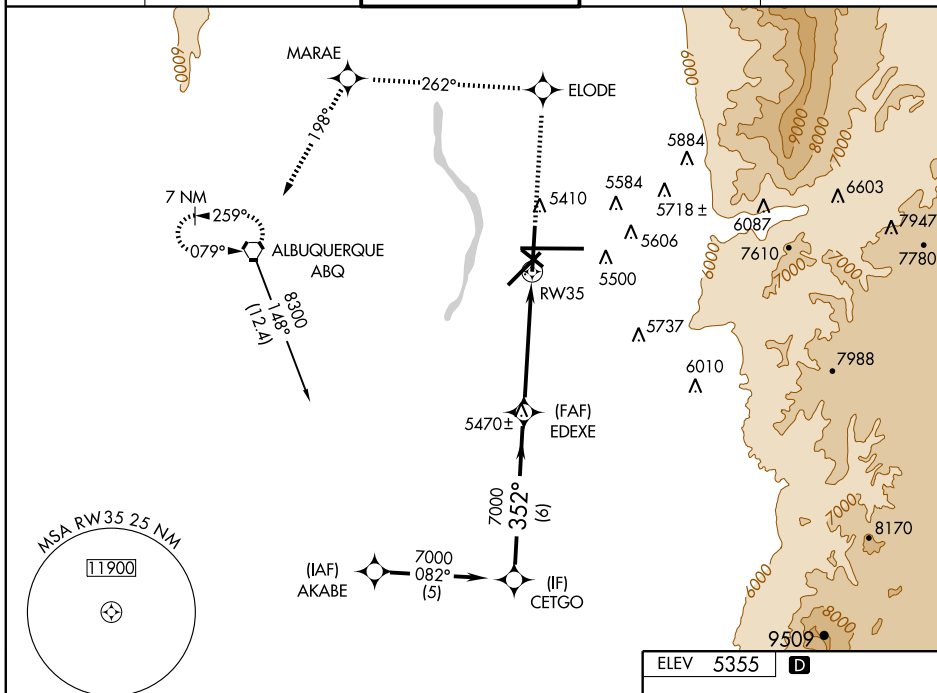
ATIS 118.0 257.7	ALBUQUERQUE APP CON 123.9 354.1	ALBUQUERQUE TOWER 120.3 351.9	GND CON 121.9 348.6	CLNC DEL 119.2 259.3
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Procedure Turn NA		CADAT		9000 ↑ 172° EDEXE ✱		↑ 262° MATNE ✱		↑ 322° ABQ ⬡	
GS 3.00° TCH 53		7100 172°		ELODE ✱ 7000		*1.3 NM to RW17 ↓ *LNAV only		RW17 ⤴	
		5 NM		3.7 NM		1.3 NM			
CATEGORY		A		B		C		D	
GLS DA		NA							
LNAV/ VNAV	DA	5700-1¼ 379 (400-1¼)							
LNAV MDA		5780-1 459 (500-1)				5780-1¼ 459 (500-1¼)		5780-1½ 459 (500-1½)	
CIRCLING		5840-1¼ 485 (500-1¼)				5900-1½ 545 (600-1½)		5940-2 585 (600-2)	



ATIS 118.0 257.7	ALBUQUERQUE APP CON 123.9 354.1	ALBUQUERQUE TOWER 120.3 351.9	GND CON 121.9 348.6	CLNC DEL 119.2 259.3
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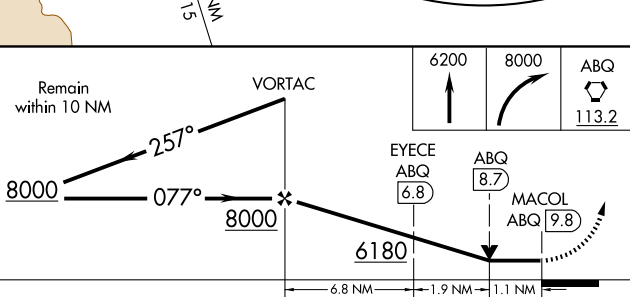
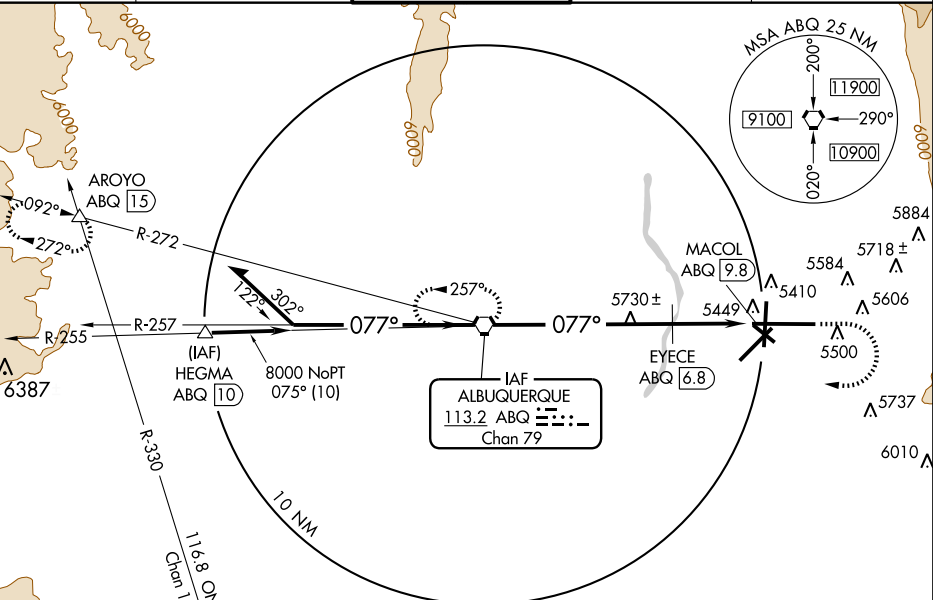
VORTAC ABQ	APP CRS	Rwy Idg	12793
113.2	077°	TDZE	5320
Chan 79		Apt Elev	5355

▲ For inoperative MALS, increase S-8 Cat A visibility to RVR 5000, and Cat E visibility to 3 miles.
▲ Circling NA for Cat E east of Rwy 17/35.
ASR EYECE FIX MINIMUMS: For inoperative MALS, increase S-8 Cat D visibility to RVR 6000, and Cat E visibility to 3 miles.

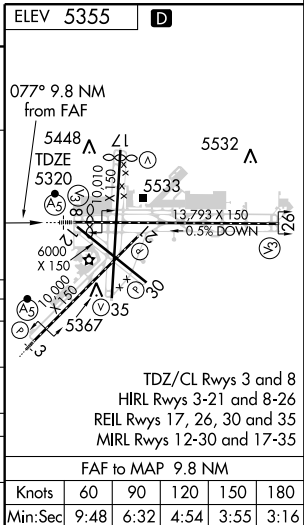
MALS

MISSED APPROACH: Climb to 6200 then climbing right turn to 8000 direct ALBUQUERQUE VORTAC and hold (TACAN aircraft continue via ABQ R-272 to AROYO INT/ABQ 15 DME and hold W, RT, 092 inbound).

ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3



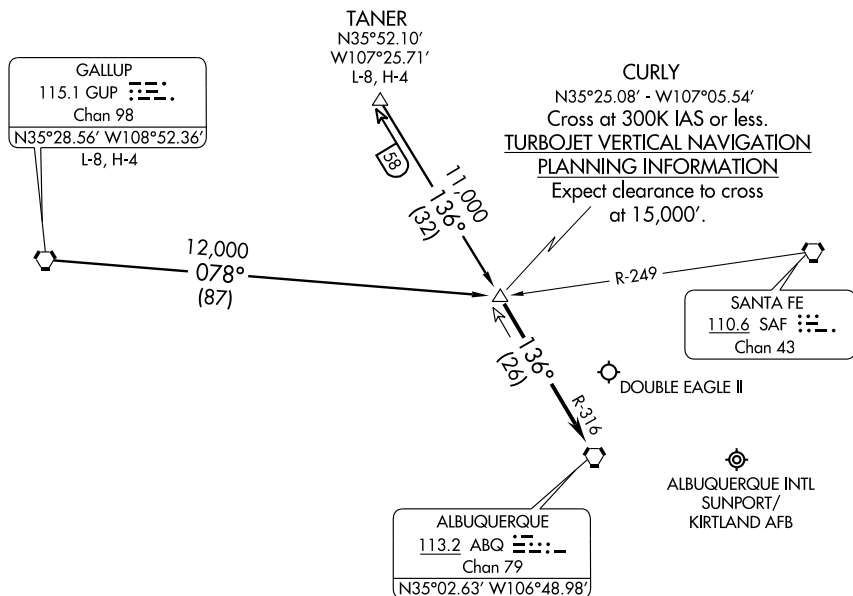
CATEGORY	A	B	C	D	E
S-8	6180/40	860 (900-¾)	6180-2 860 (900-2)	6180-2¼ 860 (900-2¼)	6180-2½ 860 (900-2½)
CIRCLING	6180-1 825 (900-1)	6180-1¼ 825 (900-1¼)	6180-2½ 825 (900-2½)	6180-2¾ 825 (900-2¾)	6180-3 825 (900-3)
EYECE FIX MINIMUMS					
S-8	5700/24	380 (400-½)	5700/50 380 (400-1)	6180-2½ 860 (900-2½)	
CIRCLING	5840-1	485 (500-1)	5900-1½ 545 (600-1½)	5920-2 565 (600-2)	6180-3 825 (900-3)



ALBUQUERQUE APP CON

127.4 253.5

ATIS 118.0 257.7



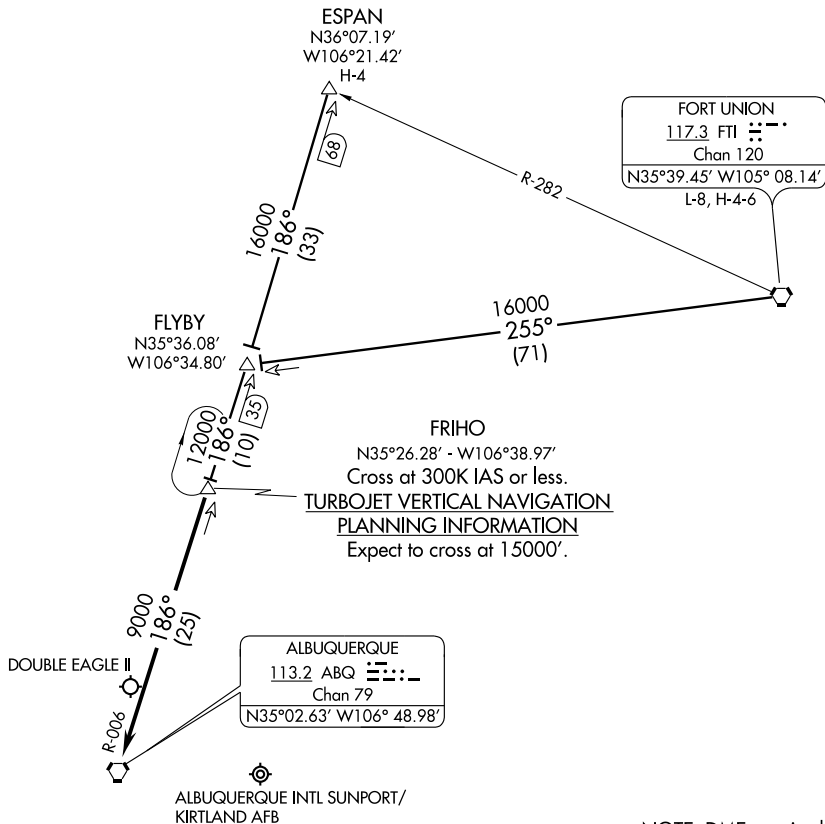
NOTE: This procedure applicable only to turboprop and turbojet aircraft operating at or above 15,000'.

NOTE: Chart not to scale.

GALLUP TRANSITION (GUP.CURLY2): From over GUP VORTAC via GUP R-078 to CURLY DME fix. Thence....

TANER TRANSITION (TANER.CURLY2): From over TANER INT via ABQ R-316 to CURLY DME fix. Thence....

....From over CURLY DME fix via ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY DME fix.



NOTE: DME required.

NOTE: Chart not to scale.

ESPAN TRANSITION (ESPAN.FRIHO4): From over ESPAN DME fix via ABQ R-006 to FRIHO DME fix, thence....

FORT UNION TRANSITION (FTI.FRIHO4): From over FTI VORTAC via FTI R-255 and ABQ R-006 to FRIHO DME fix, thence....

.... From over FRIHO DME fix via ABQ R-006 to ABQ VORTAC. Expect vectors to final approach course after passing FRIHO DME fix.

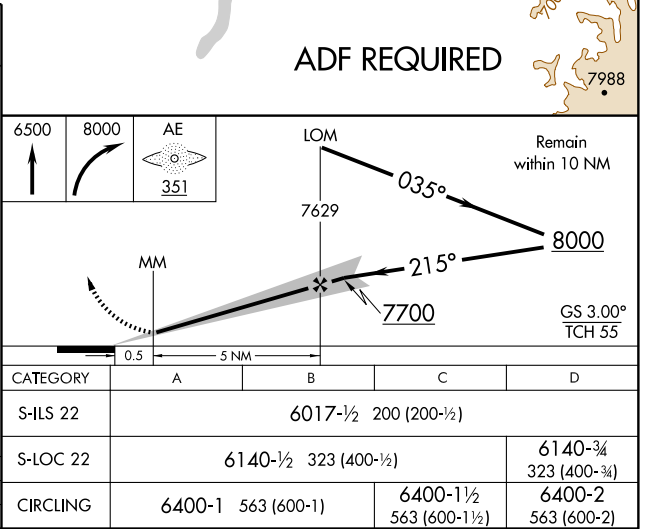
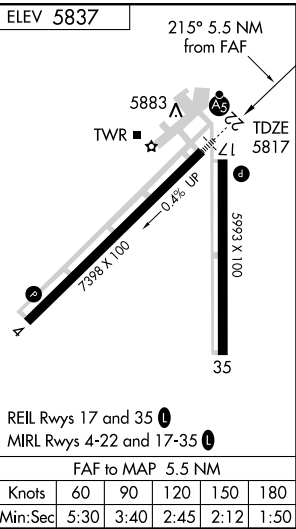
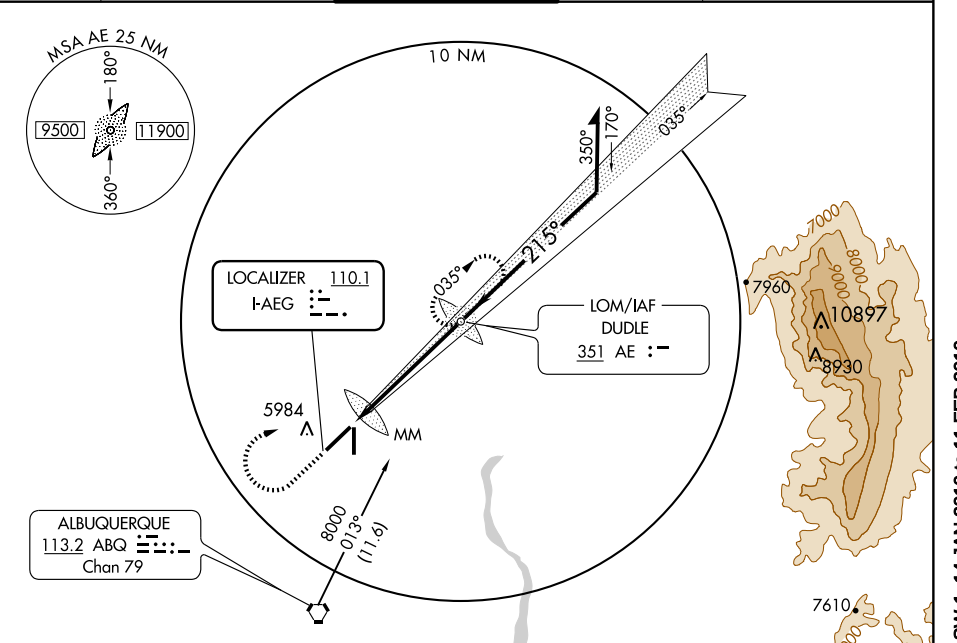
Autopilot coupled approaches not authorized.

For inoperative MALS, increase S-LOC 22 Cat D visibility to 1.

MALS

MISSED APPROACH: Climb to 6500 then climbing right turn to 8000 direct DUDLE LOM and hold.

AWOS-3 119.025	ALBUQUERQUE APP CON 127.4 253.5	DOUBLE EAGLE II TOWER ★ 120.15 (CTAF) 0	GND CON 121.625	ALBUQUERQUE CLNC DEL 124.8
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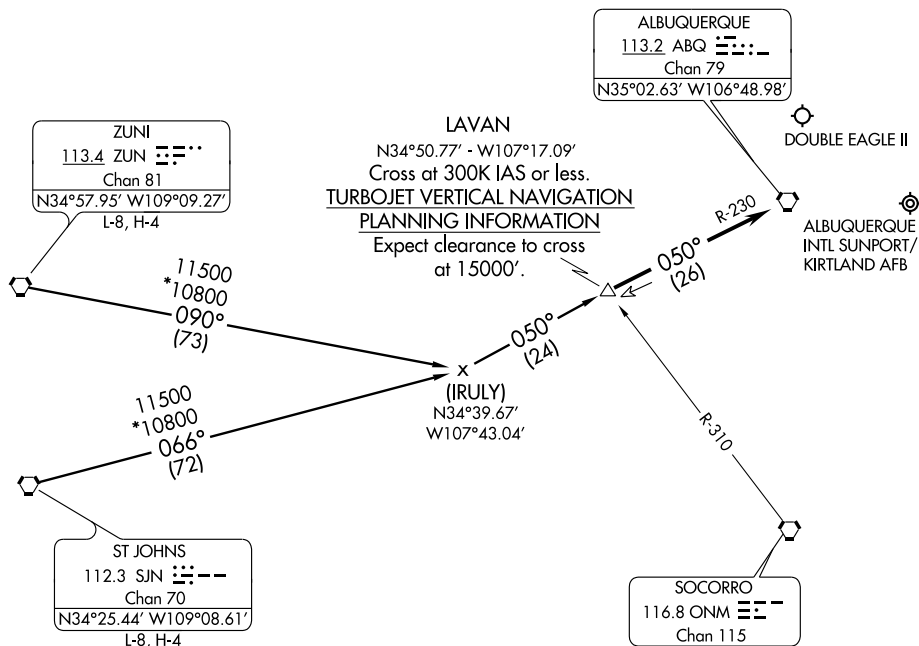


LAVAN THREE ARRIVAL

ST-12 (FAA)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
 123.9 354.1
 ALBUQUERQUE TOWER
 120.3 351.9
 GND CON
 121.9 348.6
 ATIS
 118.0 257.7



NOTE: Chart not to scale.

ST. JOHNS TRANSITION (SJN.LAVAN3): From over SJN VORTAC via SJN R-066 and ABQ R-230 to LAVAN DME/INT. Thence....

ZUNI TRANSITION (ZUN.LAVAN3): From over ZUN VORTAC via ZUN R-090 and ABQ R-230 to LAVAN DME/INT. Thence....

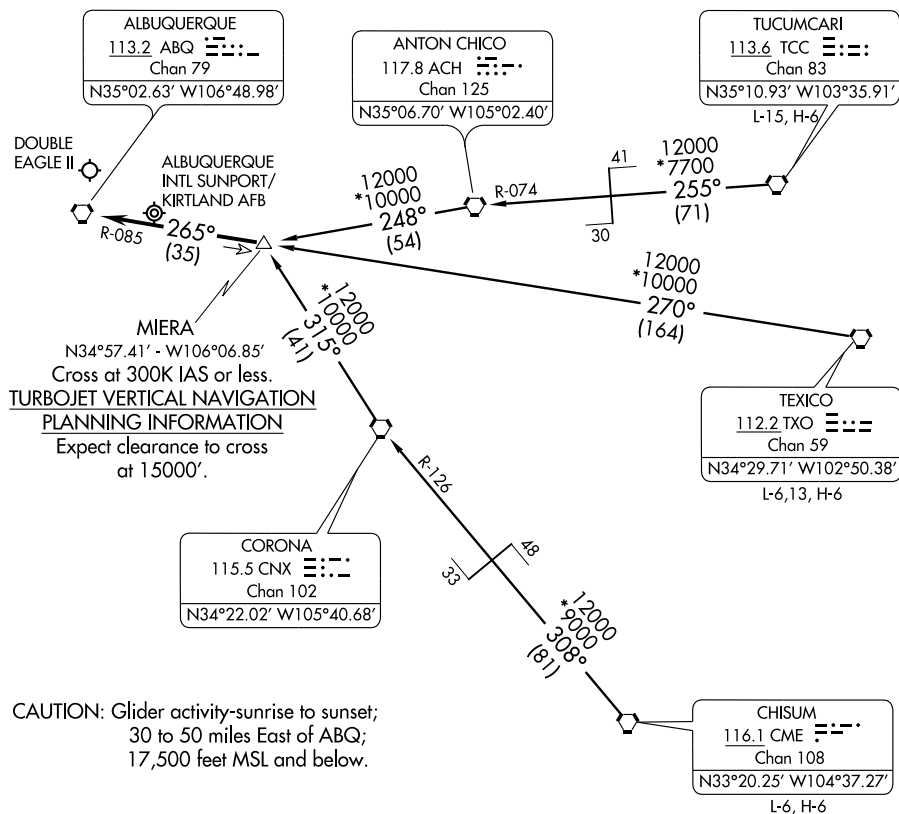
....From over LAVAN fix/INT via ABQ R-230 to ABQ VORTAC. Expect vectors to final approach course after passing LAVAN.

ALBUQUERQUE APP CON

123.9 354.1

ATIS

118.0 257.7



CHISUM TRANSITION (CME.MIERA2): From over CME VORTAC via CME R-308 and CNX R-126 to CNX VORTAC, then via CNX R-315 to MIERA DME fix. Thence....

TEXICO TRANSITION (TXO.MIERA2): From over TXO VORTAC via TXO R-270 and ABQ R-085 to MIERA DME fix. Thence....

TUCUMCARI TRANSITION (TCC.MIERA2): From over TCC VORTAC via TCC R-255 and ACH R-074 to ACH VORTAC, then via ACH R-248 to MIERA DME fix. Thence....

....From over MIERA DME fix via ABQ R-085 to ABQ VORTAC. Expect vectors to final approach course after passing MIERA DME fix.

APP CRS	Rwy Idg	7398
215°	TDZE	5817
	Apt Elev	5837

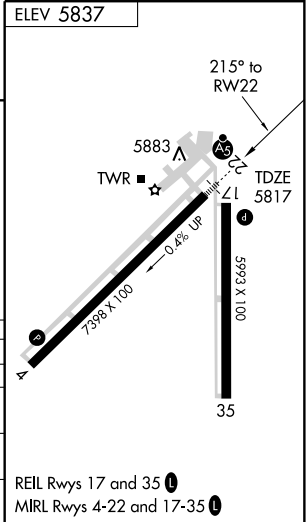
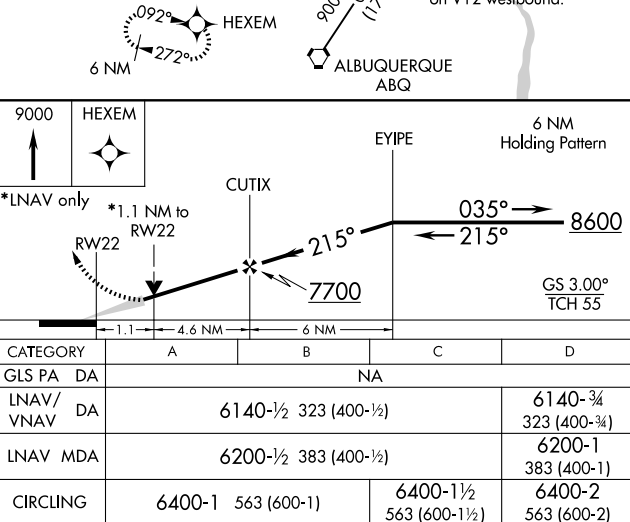
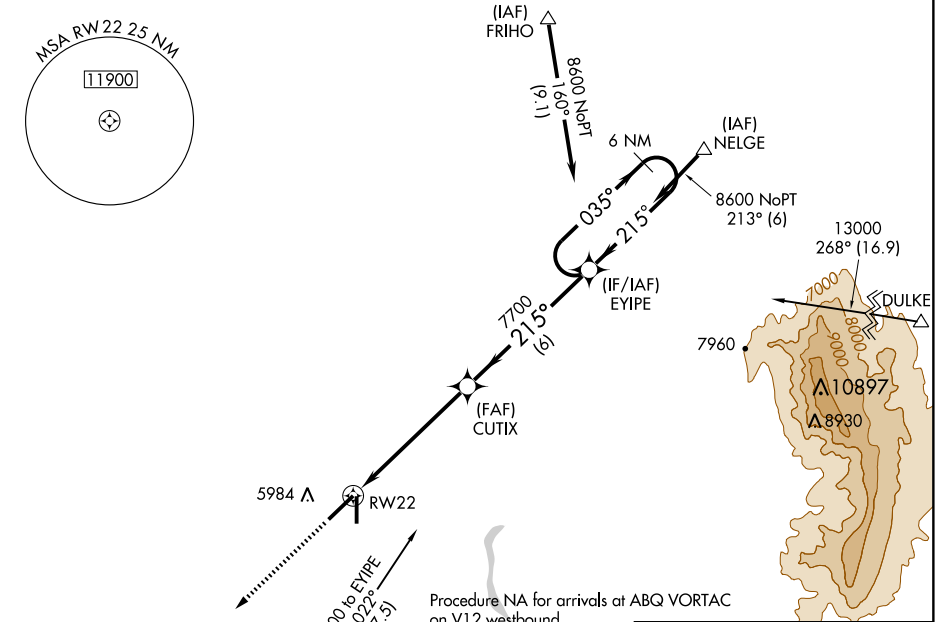
RNAV (GPS) RWY 22

ALBUQUERQUE/DOUBLE EAGLE II (AEG)

Baro-VNAV NA below -26°C (-15°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ and LNAV/VNAV Cat D to 1.

MALSR
 MISSED APPROACH: Climb to 9000 direct HEXEM WP and hold.

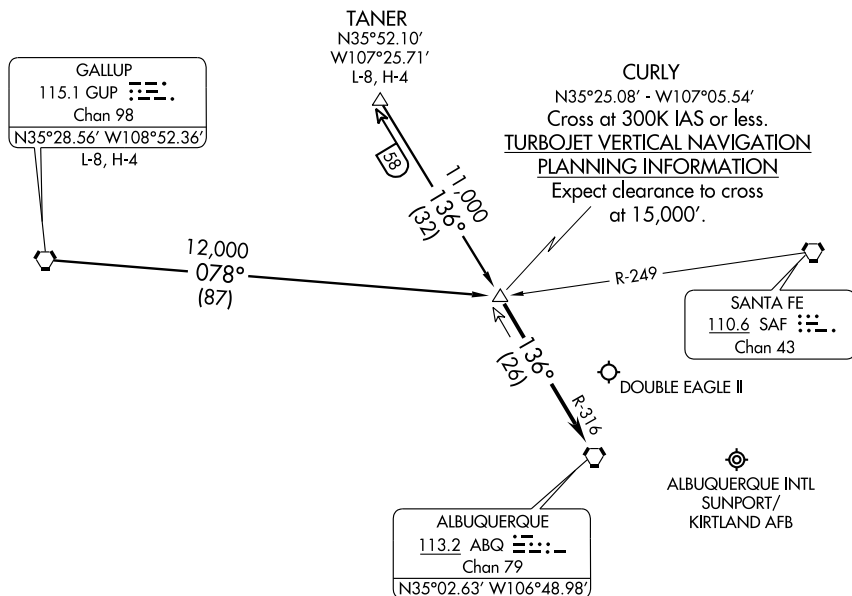
AWOS-3 119.025	ALBUQUERQUE APP CON 127.4 253.5	DOUBLE EAGLE II TOWER ★ 120.15 (CTAF) 0	GND CON 121.625	ALBUQUERQUE CLNC DEL 124.8
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ALBUQUERQUE APP CON

127.4 253.5

ATIS 118.0 257.7



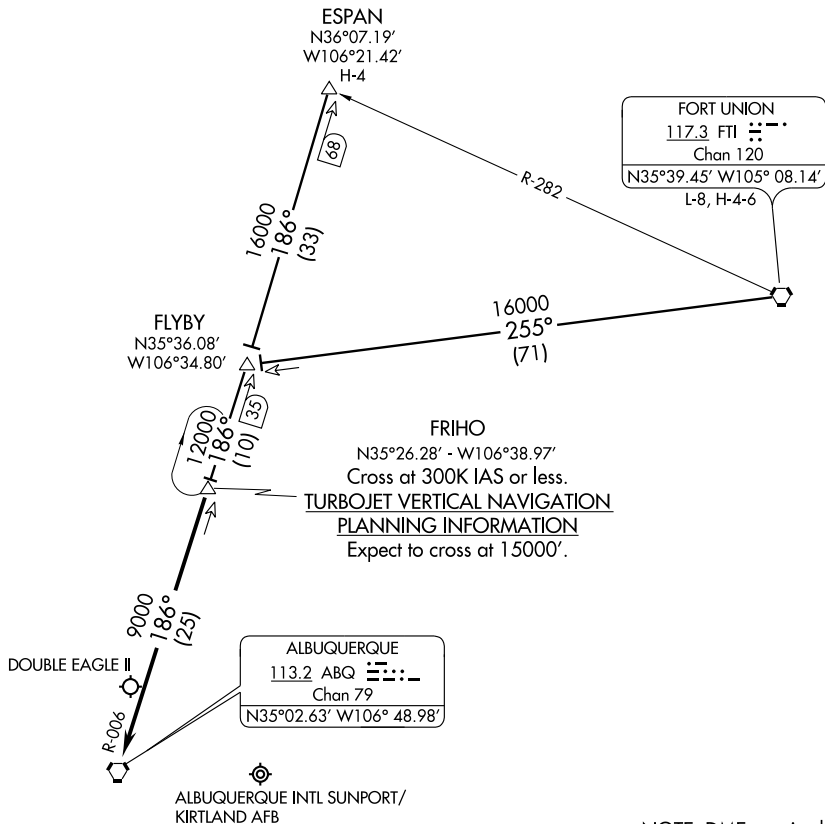
NOTE: This procedure applicable only to turboprop and turbojet aircraft operating at or above 15,000'.

NOTE: Chart not to scale.

GALLUP TRANSITION (GUP.CURLY2): From over GUP VORTAC via GUP R-078 to CURLY DME fix. Thence....

TANER TRANSITION (TANER.CURLY2): From over TANER INT via ABQ R-316 to CURLY DME fix. Thence....

....From over CURLY DME fix via ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY DME fix.



NOTE: DME required.

NOTE: Chart not to scale.

ESPAN TRANSITION (ESPAN.FRIHO4): From over ESPAN DME fix via ABQ R-006 to FRIHO DME fix, thence....

FORT UNION TRANSITION (FTI.FRIHO4): From over FTI VORTAC via FTI R-255 and ABQ R-006 to FRIHO DME fix, thence....

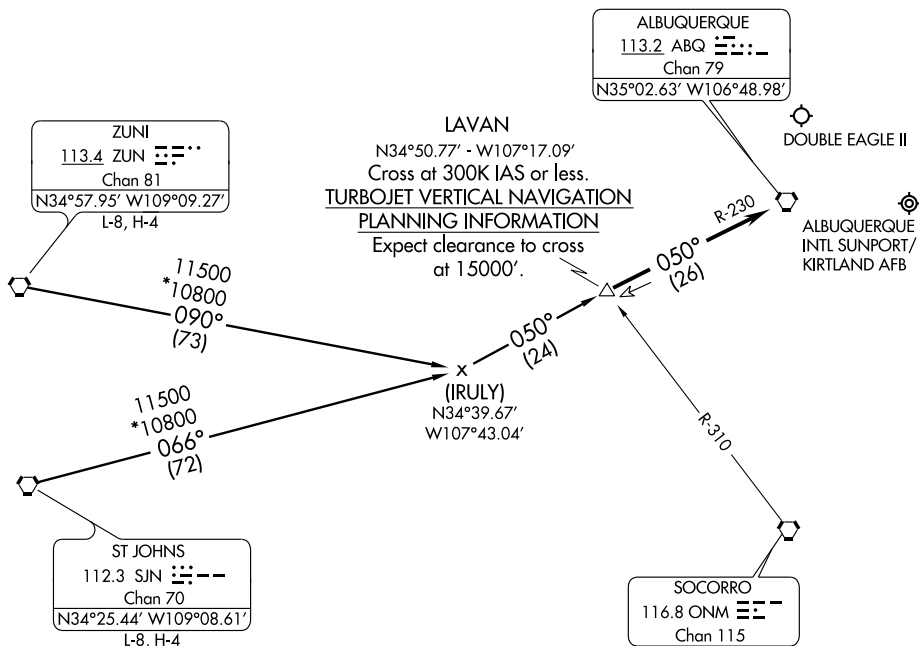
.... From over FRIHO DME fix via ABQ R-006 to ABQ VORTAC. Expect vectors to final approach course after passing FRIHO DME fix.

LAVAN THREE ARRIVAL

ST-12 (FAA)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
 123.9 354.1
 ALBUQUERQUE TOWER
 120.3 351.9
 GND CON
 121.9 348.6
 ATIS
 118.0 257.7



NOTE: Chart not to scale.

ST. JOHNS TRANSITION (SJN.LAVAN3): From over SJN VORTAC via SJN R-066 and ABQ R-230 to LAVAN DME/INT. Thence....

ZUNI TRANSITION (ZUN.LAVAN3): From over ZUN VORTAC via ZUN R-090 and ABQ R-230 to LAVAN DME/INT. Thence....

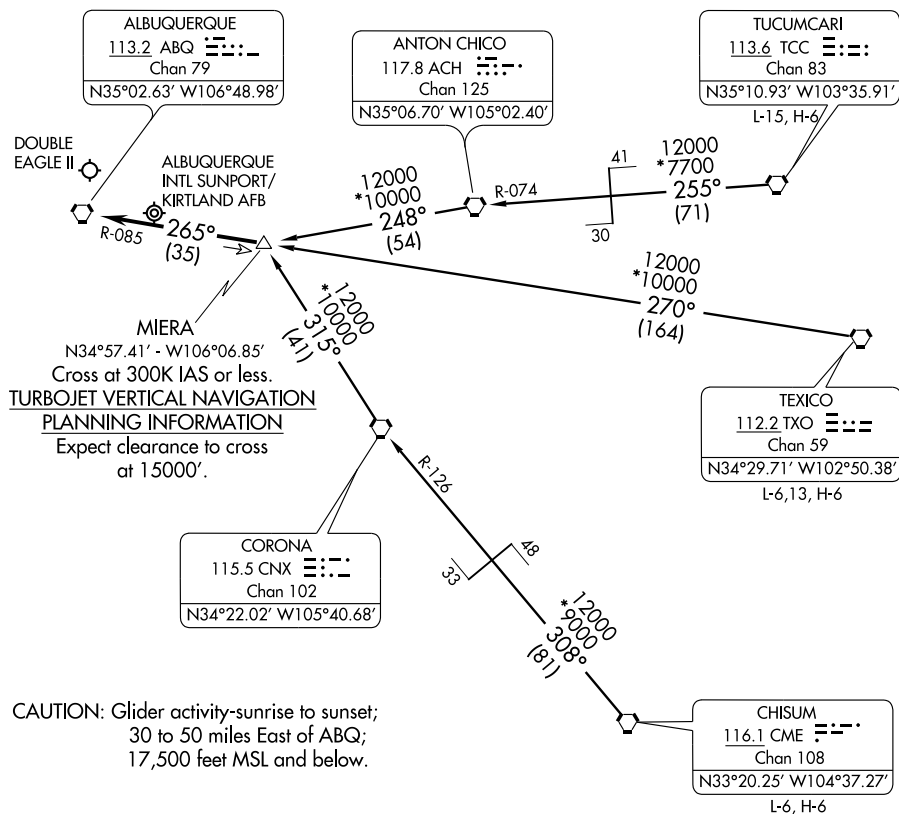
....From over LAVAN fix/INT via ABQ R-230 to ABQ VORTAC. Expect vectors to final approach course after passing LAVAN.

ALBUQUERQUE APP CON

123.9 354.1

ATIS

118.0 257.7



CHISUM TRANSITION (CME.MIERA2): From over CME VORTAC via CME R-308 and CNX R-126 to CNX VORTAC, then via CNX R-315 to MIERA DME fix. Thence....

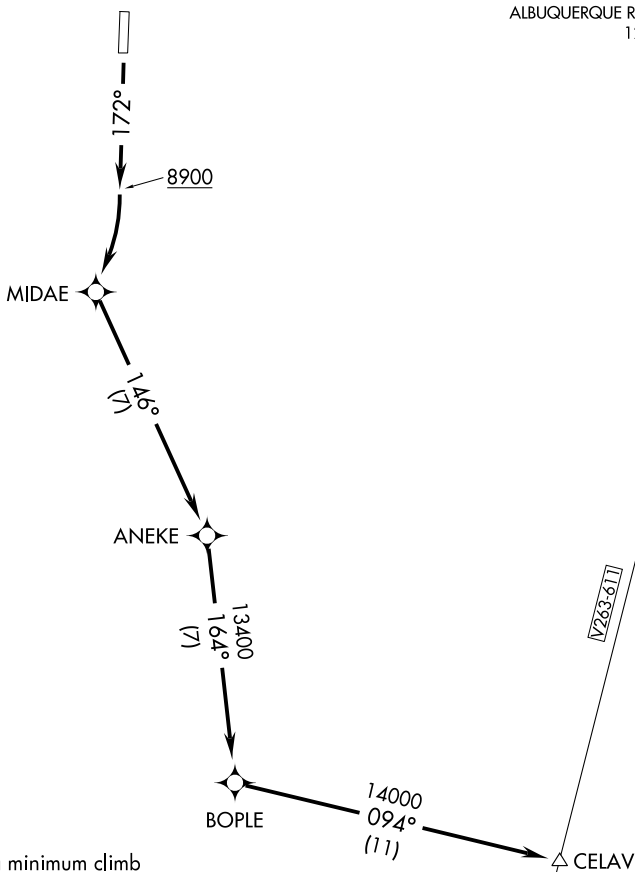
TEXICO TRANSITION (TXO.MIERA2): From over TXO VORTAC via TXO R-270 and ABQ R-085 to MIERA DME fix. Thence....

TUCUMCARI TRANSITION (TCC.MIERA2): From over TCC VORTAC via TCC R-255 and ACH R-074 to ACH VORTAC, then via ACH R-248 to MIERA DME fix. Thence....

....From over MIERA DME fix via ABQ R-085 to ABQ VORTAC. Expect vectors to final approach course after passing MIERA DME fix.

ANEKE TWO DEPARTURE (RNAV) (OBSTACLE)

AWOS-3 118.025
ALBUQUERQUE CENTER
132.8 346.35
ALBUQUERQUE RADIO
122.55

TAKE-OFF MINIMUMS

Rwy 17: Standard with a minimum climb
of 526' per NM to 12300.

Rwy 35: NA- obstacles.

NOTE: Do not exceed 250 KIAS until BOPLE.

NOTE: GPS required.

NOTE: RNAV 1

NOTE: Rwy 17, road 74' from DER, 481' right of centerline, 15' AGL/8414' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb heading 172° to 8900, then climbing right turn to 14000 direct MIDAE, then via 146° track to ANEKE, then via 164° track to BOPLE, then via 094° track to CELAV.

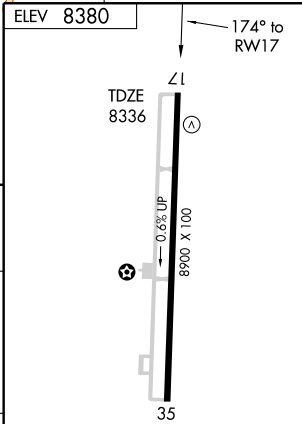
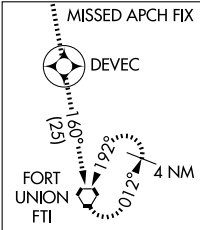
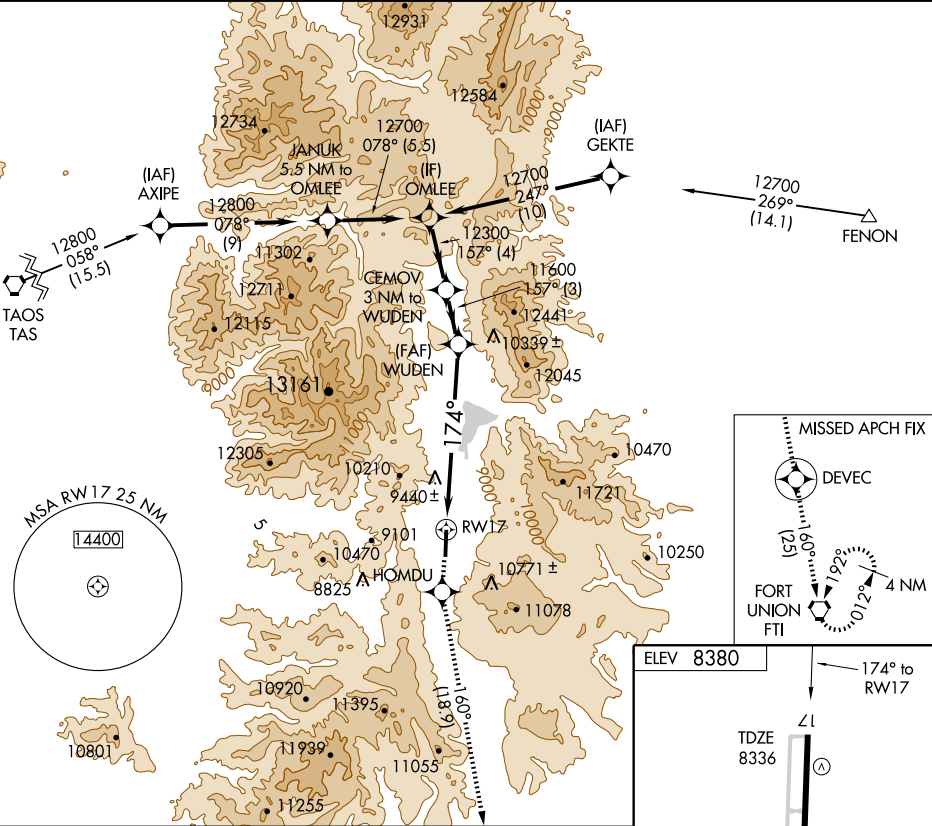
APP CRS	Rwy Idg	8900
174°	TDZE	8336
	Apt Elev	8380

RNAV (GPS) RWY 17

ANGEL FIRE (A.XX)

▼ If local altimeter setting not received, procedure NA. ▲ NA DME/DME RNP-0.3 NA. Procedure NA at night.	MISSED APPROACH: Climb to 14000 via 174° course to HOMDU and via 160° track to DEVEC and 160° track to FTI VORTAC and hold.
--	--

AWOS-3 118.025	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0
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OMLEE	CEMOV 3 NM to WUDEN	14000	HOMDU	160° track	DEVEC	160° track	FTI
12700	12300	11600	11055	11078	11721	10250	10470
Procedure Turn NA	174°	157°	174°	160°	160°	160°	160°
4 NM	3 NM	10 NM					
CATEGORY	A	B	C	D			
LNAV MDA	9960-1¼ 1624 (1600-1¼)	9960-1½ 1624 (1600-1½)	9960-3 1624 (1600-3)	NA			
CIRCLING	NA	NA	NA	NA			

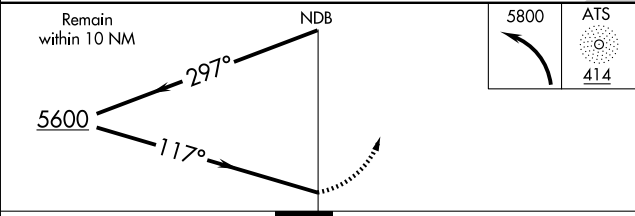
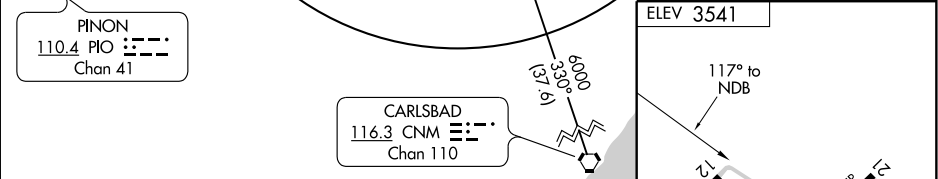
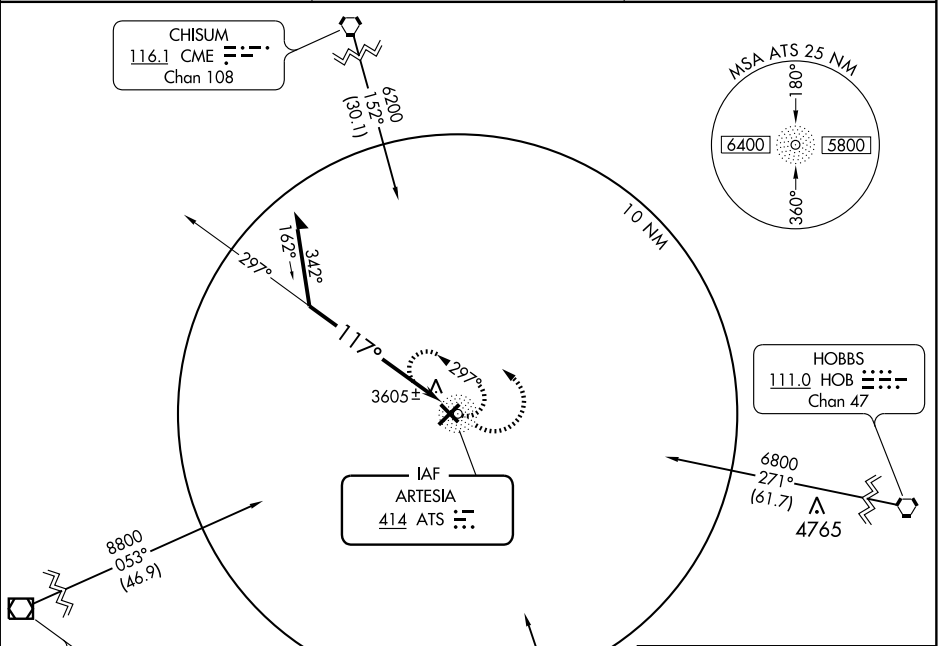
MIRL Rwy 17-35 0

NDB RWY 12
ARTESIA MUNI (ATS)

NDB ATS 414	APP CRS 117°	Rwy Idg TDZE Apt Elev 5390 3534 3541
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NA	MISSED APPROACH: Climbing left turn to 5800 in ATS NDB holding pattern.
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AWOS-3 126.725	ROSWELL APP CON★ 119.6 239.0	UNICOM 123.075 (CTAF) 0
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CATEGORY	A	B	C	D
S-12	4180-1 646 (700-1)		4180-1¾ 646 (700-1¾)	4180-2 646 (700-2)
CIRCLING	4180-1 639 (700-1)		4180-1¾ 639 (700-1¾)	4180-2 639 (700-2)

MIRL Rwy 3-21 and 12-30 0

NA

MISSED APPROACH: Climbing right turn to 5800 in ATS NDB holding pattern.

AWOS-3

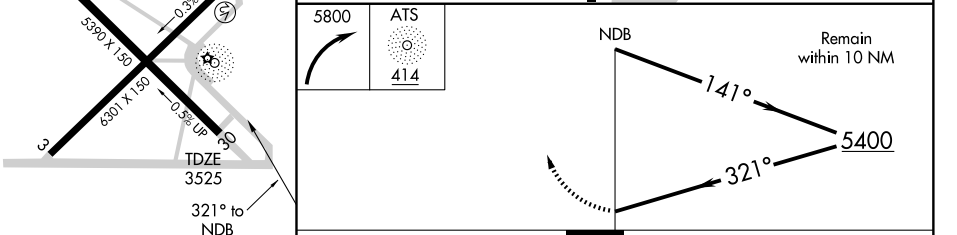
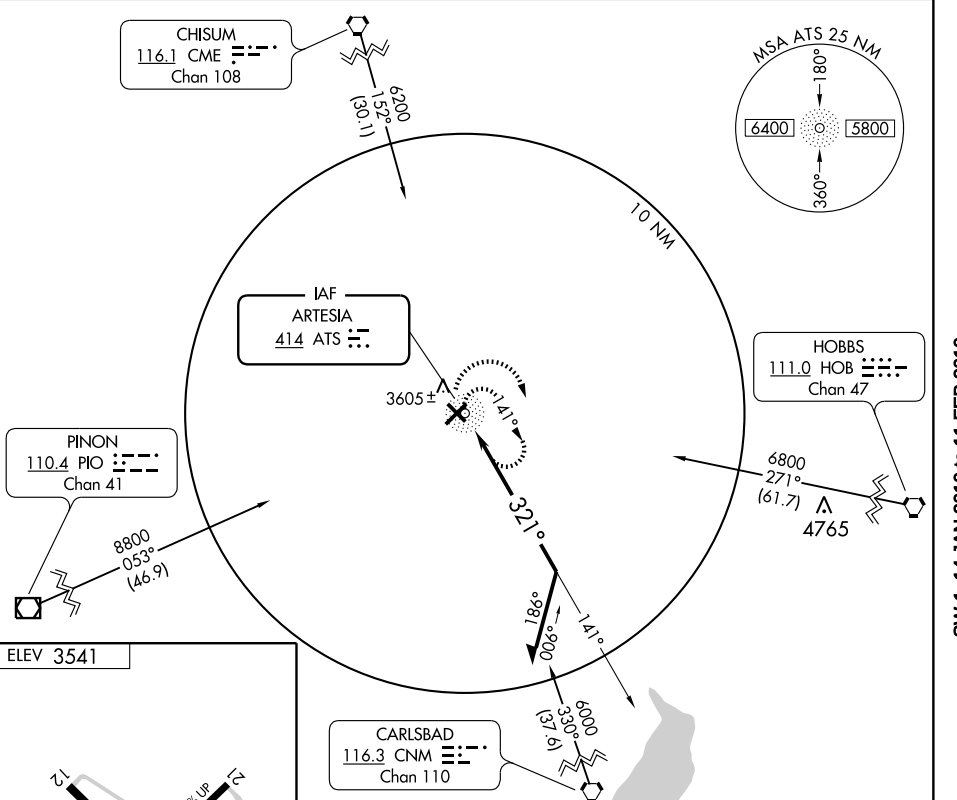
126.725

ROSWELL APP CON★

119.6 239.0

UNICOM

123.075 (CTAF) 0



CATEGORY	A	B	C	D
S-30	4000-1	475 (500-1)	4000-1¼ 475 (500-1¼)	4000-1½ 475 (500-1½)
CIRCLING	4000-1	459 (500-1)	4000-1½ 459 (500-1½)	4100-2 559 (600-2)

MIRL Rwy 3-21 and 12-30 0

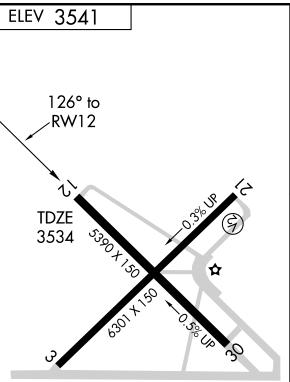
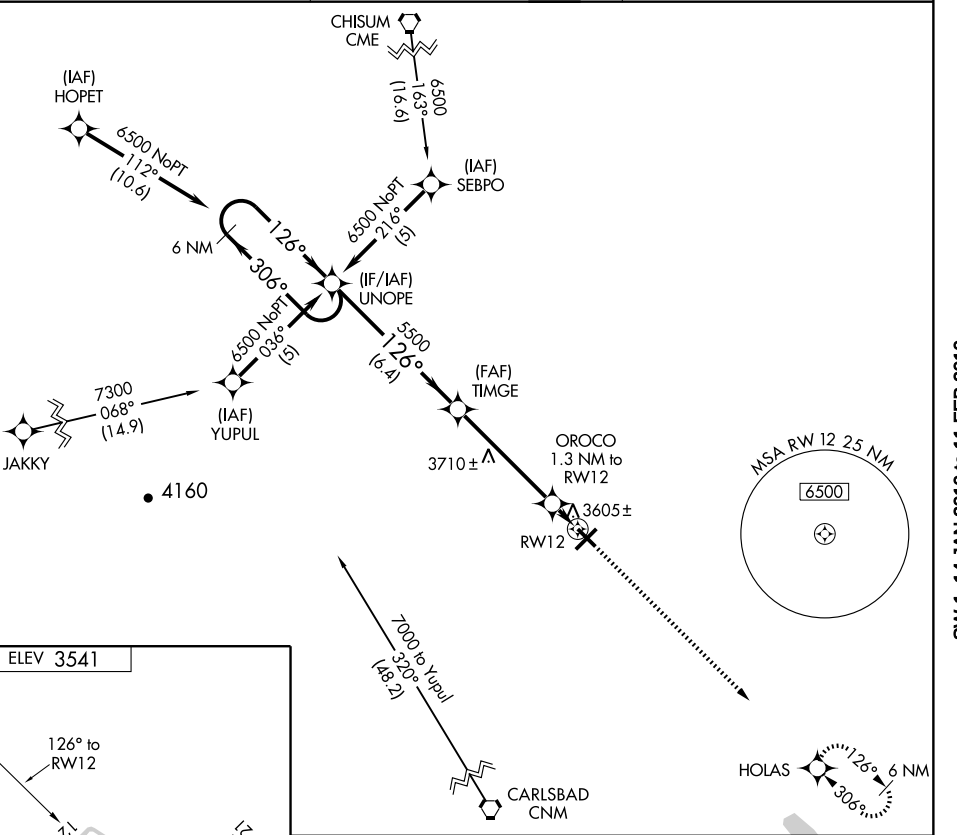
SW-1. 14 JAN 2010 to 11 FEB 2010

DME/DME RNP- 0.3 NA

If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5900 direct HOLAS and hold.

AWOS-3 126.725	ROSWELL APP CON* 119.6 239.0	UNICOM 123.075 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	3900-1 366 (400-1)			3900-1¼ 366 (400-1¼)
CIRCLING	3940-1 399 (400-1)	4000-1 459 (500-1)	4000-1½ 459 (500-1½)	4100-2 559 (600-2)

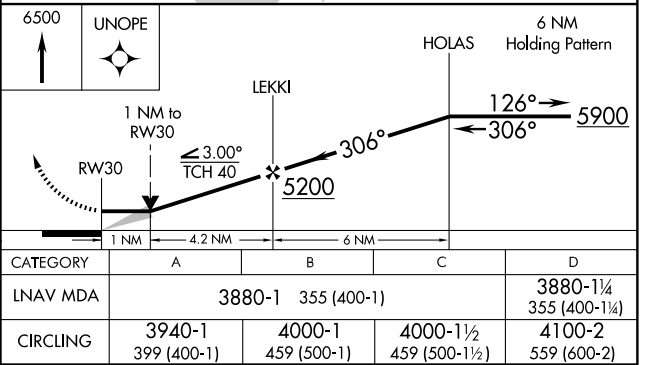
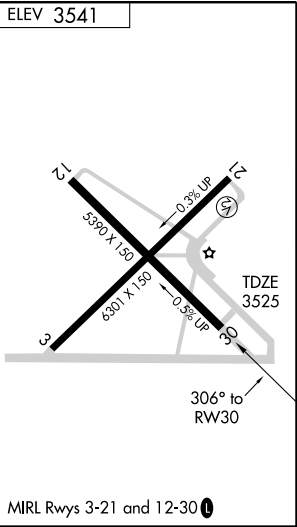
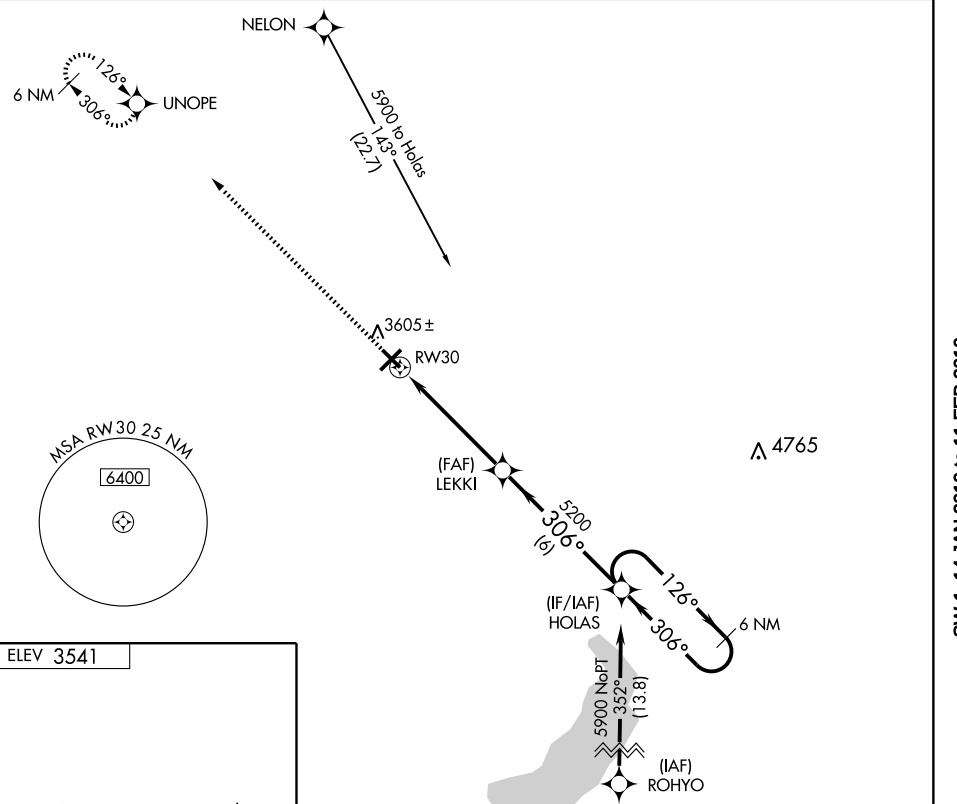
MIRL Rwy 3-21 and 12-30 0

SW-1. 14 JAN 2010 to 11 FEB 2010

DME/DME RNP- 0.3 NA
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6500 direct UNOPE and hold.

AWOS-3 126.725	ROSWELL APP CON★ 119.6 239.0	UNICOM 123.075 (CTAF) 1
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SW-1, 14 JAN 2010 to 11 FEB 2010

▽

▲ NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

Use Albuquerque, NM altimeter setting.

MISSED APPROACH: Climbing left turn to 10000

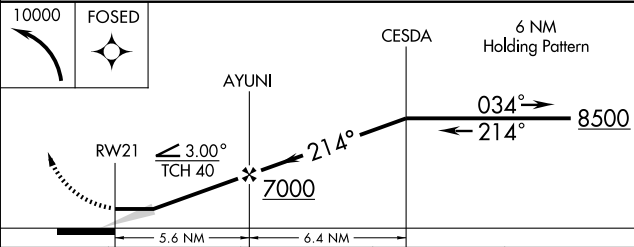
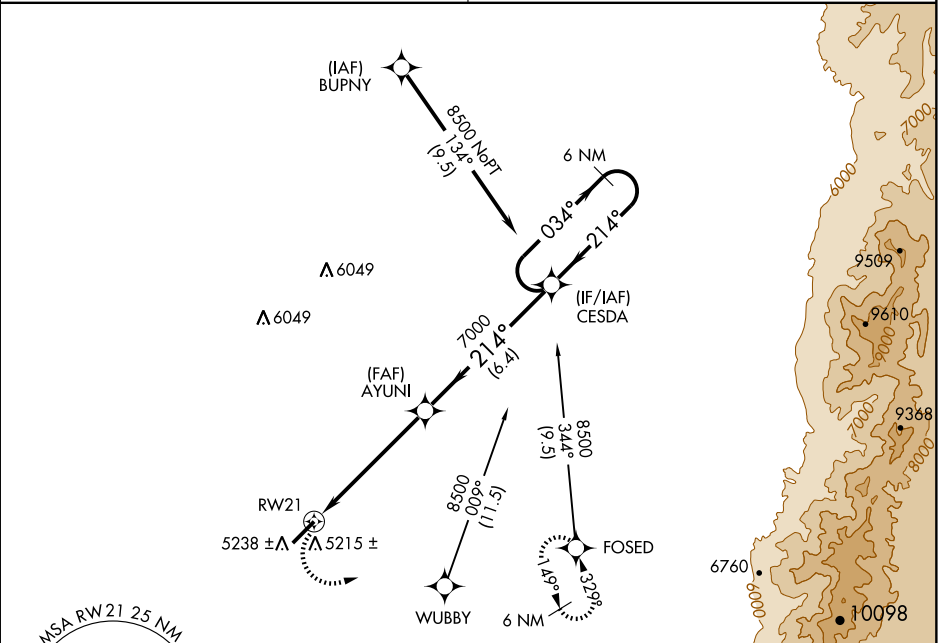
direct FOSED WP and hold.

ALBUQUERQUE APP CON

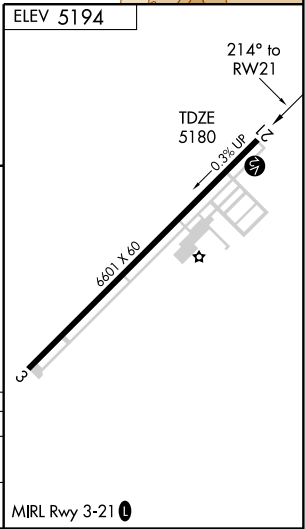
123.9 354.1

CTAF

122.9 0



CATEGORY	A	B	C	D
RNAV MDA	5600-1	420 (500-1)	5600-1¼ 420 (500-1¼)	NA
CIRCLING	5660-1	466 (500-1)	5660-1½ 466 (500-1½)	NA

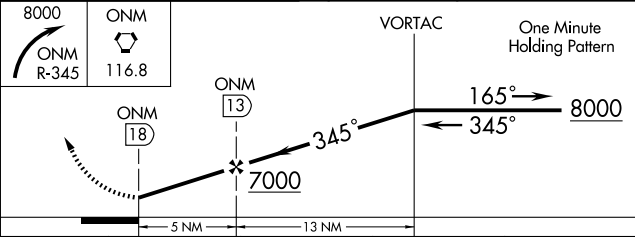
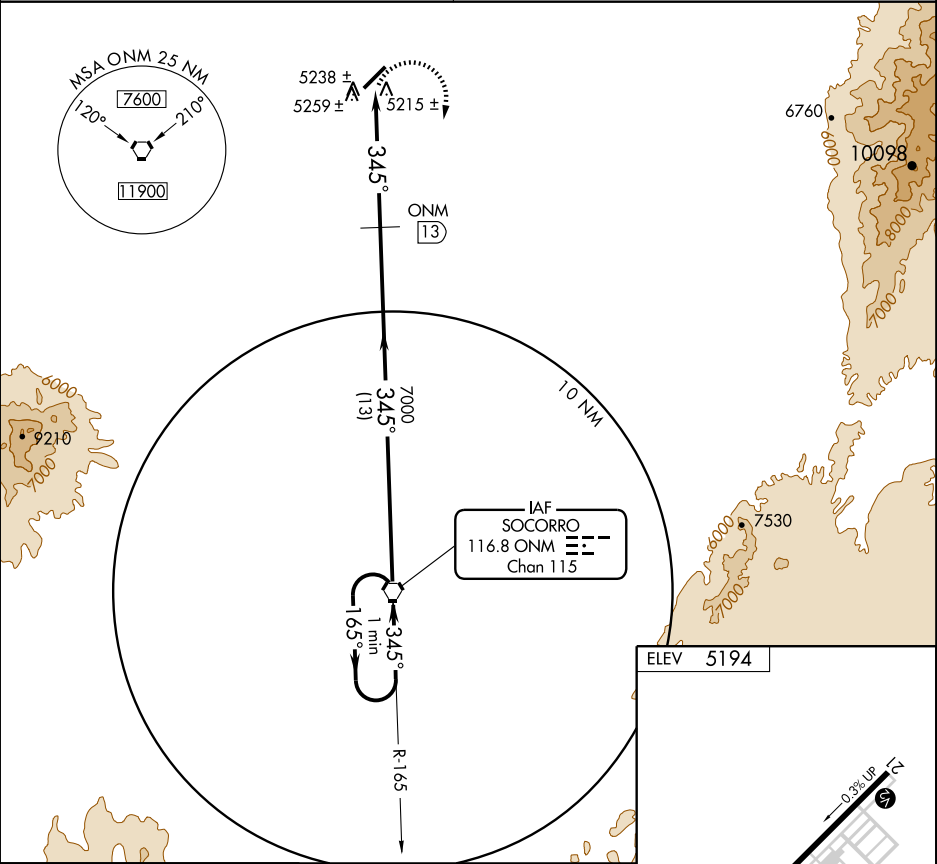


VORTAC ONM 116.8 Chan 115	APP CRS 345°	Rwy Idg TDZE Apt Elev N/A N/A 5194
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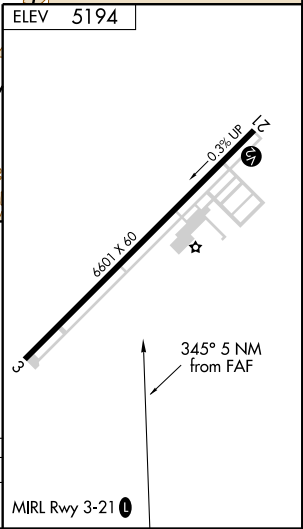
VOR/DME-A
BELEN/ALEXANDER MUNI (E80)

 NA	Use Albuquerque, NM altimeter setting.
ALBUQUERQUE APP CON 123.9 354.1	

MISSED APPROACH: Climbing right turn to 8000 via ONM R-345 to ONM VORTAC and hold.
CTAF 122.9 0



CATEGORY	A	B	C	D
CIRCLING	5680-1	486 (500-1)	5680-1½ 486 (500-1½)	NA



LOC I-CVD <u>111.9</u>	APP CRS 034°	Rwy Idg TDZE Apt Elev	7854 3295 3295
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CARLSBAD/CAVERN CITY AIR TERMINAL (CNM)

ANA

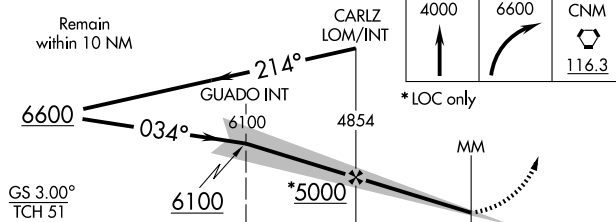
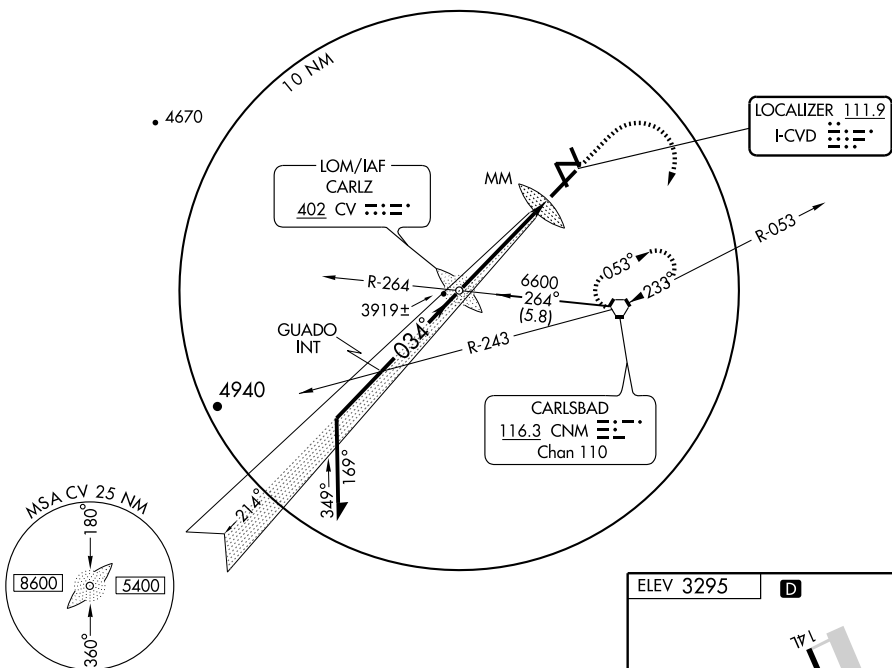
MALSR



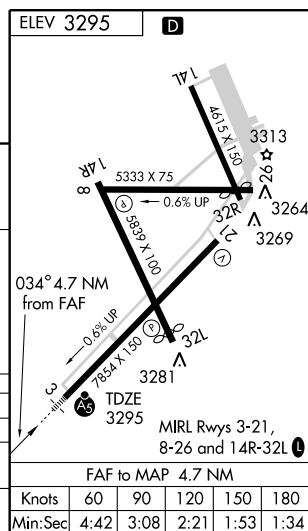
MISSED APPROACH: Climb to 4000 then climbing right turn to 6600 direct CNM VORTAC and hold.

ASOS
118.375

ALBUQUERQUE CENTER
135.875 292.15

UNICOM
122.95 (CTAF) L

CATEGORY	A	B	C	D
S-LS 3	3495-½		200 (200-½)	
S-LOC 3	3940-½	645 (700-½)	3940-1¼ 645 (700-1¼)	3940-1½ 645 (700-1½)
CIRCLING	3940-1	645 (700-1)	3940-1¾ 645 (700-1¾)	3940-2 645 (700-2)



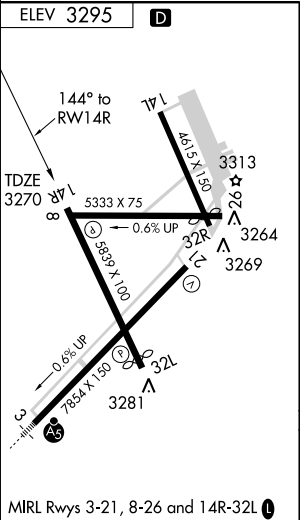
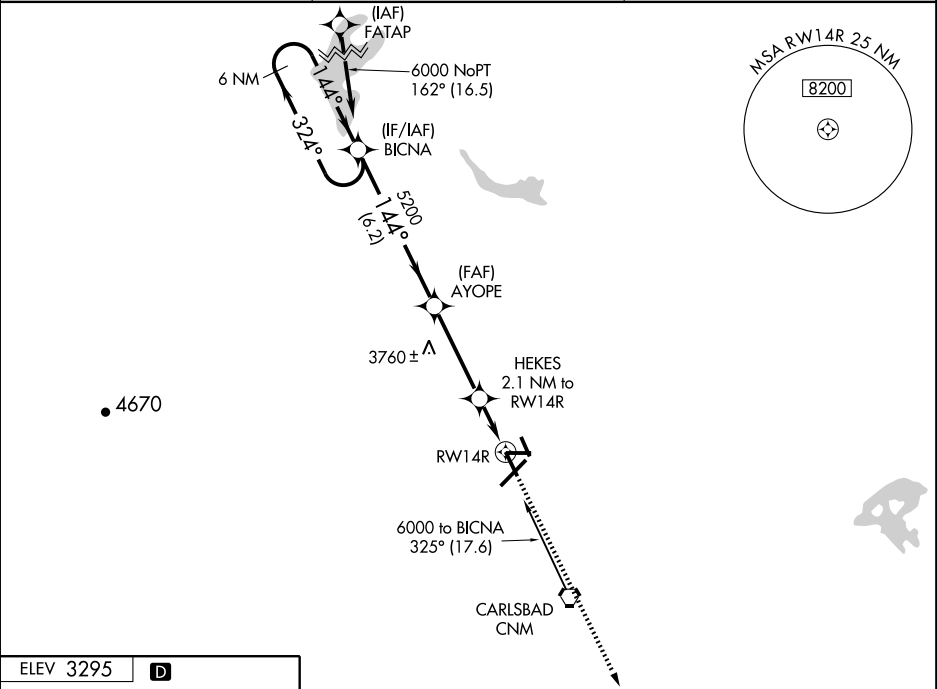
APP CRS	Rwy Idg	5839
144°	TDZE	3270
	Apt Elev	3295

RNAV (GPS) RWY 14R

CARLSBAD/ CAVERN CITY AIR TERMINAL (CNM)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 6000 direct DAPEY WP and hold.
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ASOS 118.375	ALBUQUERQUE CENTER 135.875 292.15	UNICOM 122.95 (CTAF) 0
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6 NM Holding Pattern		BICNA		AYOPE		HEKES 2.1 NM to RWY 14R		6000	DAPEY
6000		324°		144°		3.03° TCH 69		0.6 NM to RWY 14R	
VGSI and descent angles not coincident.		5200		4020		RWY 14R			
		6.2 NM		3.7 NM		1.5 NM		0.6	
CATEGORY	A		B		C		D		
LNNAV MDA	3580-1		310 (300-1)						
CIRCLING	3680-1		3760-1		3760-1½		3860-2		
	385 (400-1)		465 (500-1)		465 (500-1½)		565 (600-2)		

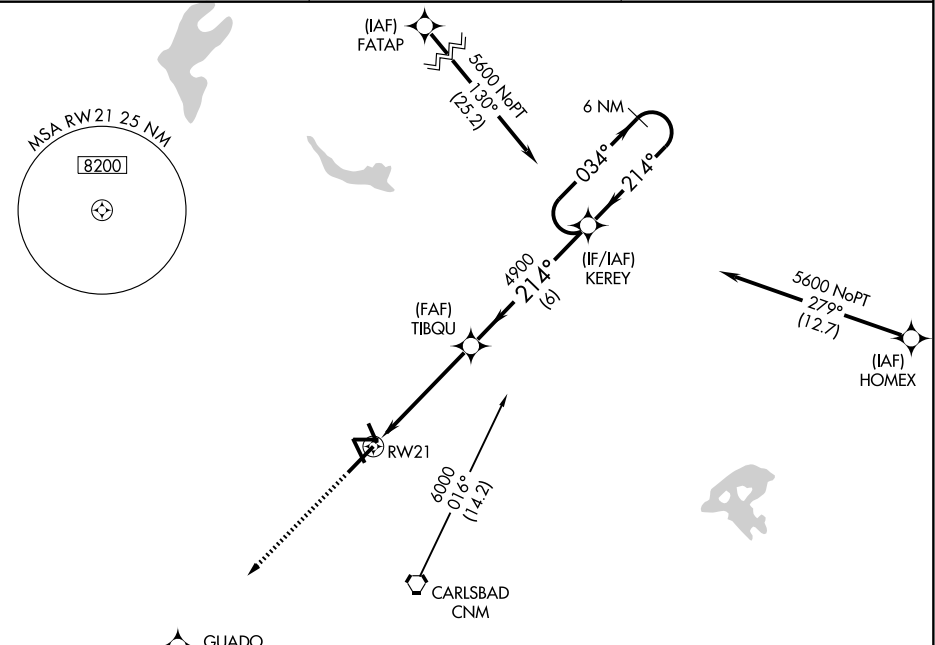
APP CRS	Rwy Idg	7854
214°	TDZE	3264
	Apt Elev	3295

RNAV (GPS) RWY 21

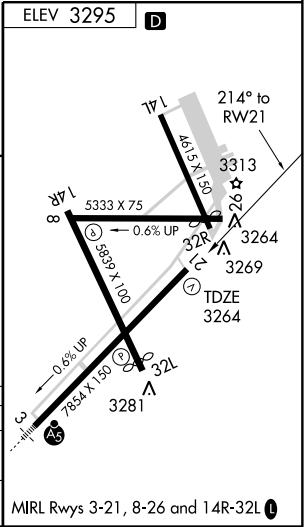
CARLSBAD/ CAVERN CITY AIR TERMINAL (CNM)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 6300 direct GUADO WP and hold.
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ASOS 118.375	ALBUQUERQUE CENTER 135.875 292.15	UNICOM 122.95 (CTAF) 1
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4940 034° 214° 6 NM GUADO				
6300 ↑ GUADO				
0.9 4.1 NM 6 NM 0.9 NM to RW21 3.00° TCH 58 4900 214° 034° 214° 5600 KEREY 6 NM Holding Pattern				
CATEGORY	A	B	C	D
LNAV MDA	3580-1 316 (300-1)			
CIRCLING	3680-1 385 (400-1)	3760-1 465 (500-1)	3760-1½ 465 (500-1½)	3860-2 565 (600-2)



▲ NA

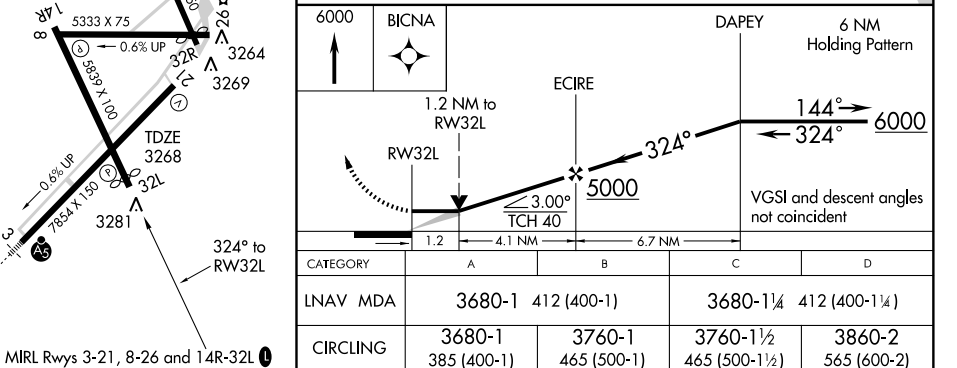
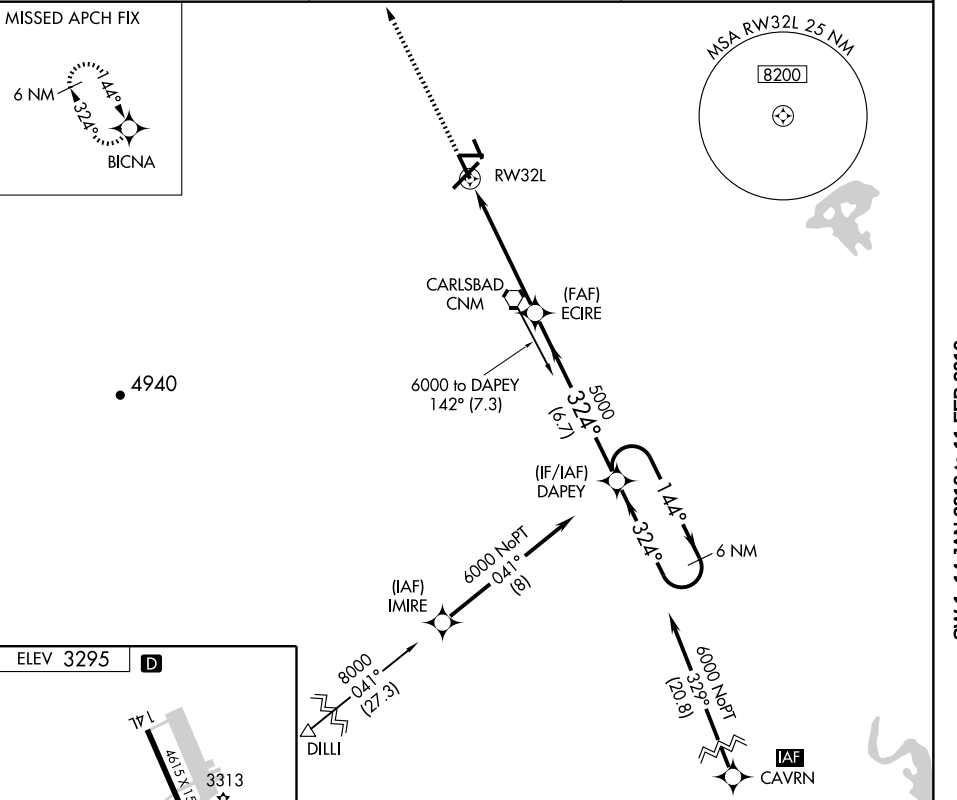
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

IAF

ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 6000 direct BICNA WP and hold.

ASOS 118.375	ALBUQUERQUE CENTER 135.875 292.15	UNICOM 122.95 (CTAF) 1
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SW-1, 14 JAN 2010 to 11 FEB 2010

VORTAC CNM	APP CRS	Rwy Idg	5454
116.3	325°	TDZE	3268
Chan 110		Apt Elev	3295

VOR RWY 32L

CARLSBAD/CAVERN CITY AIR TERMINAL (CNM)

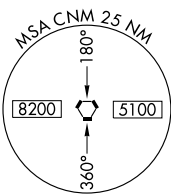
MISSED APPROACH: Climbing right turn to 5000 direct CNM VORTAC and hold.

ASOS
118.375

ALBUQUERQUE CENTER
135.875 292.15

UNICOM
122.95 (CTAF) 0

4670



4940

(IAF) JALEB
CNM 13

(IAF) LANIC
CNM 13

IAF
CARLSBAD
116.3 CNM
Chan 110

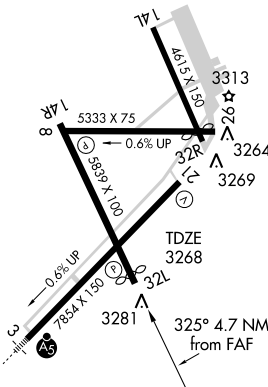
(IAF) KEHFI
CNM 13

GEBEC
CNM 13

(IAF) CAVRN

ELEV 3295

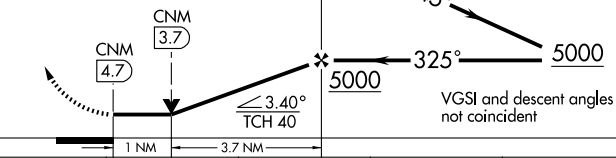
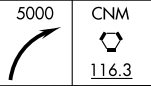
D



MIRL Rwy 3-21, 8-26 and 14R-32L 0

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-32L	3680-1	412 (400-1)	3680-1¼	412 (400-1¼)
CIRCLING	3680-1 385 (400-1)	3760-1 465 (500-1)	3760-1½ 465 (500-1½)	3860-2 565 (600-2)

NDB RWY 2

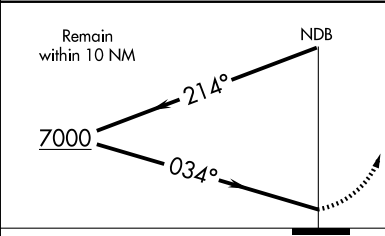
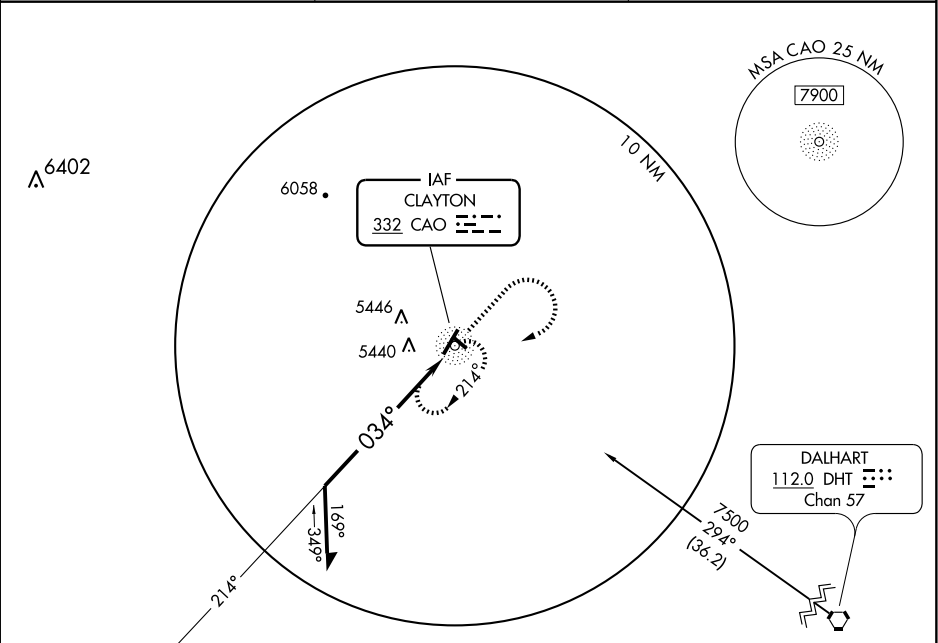
CLAYTON MUNI AIRPARK (CAO)

NDB CAO	APP CRS	Rwy Idg	5920
332	034°	TDZE	4965
		Apt Elev	4965

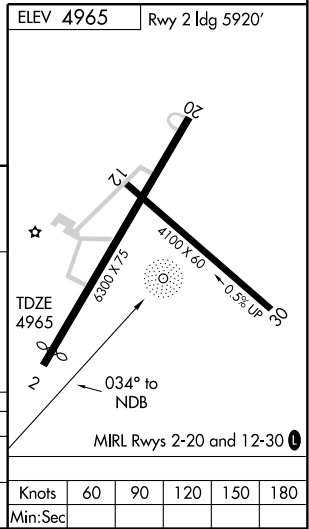
⚠ Circling not authorized west of Rwy 2 and 12.
⚠ If local altimeter setting not received, use Dalhart Muni, TX altimeter setting and increase all MDAs 240 feet.

MISSED APPROACH: Climb to 6200, then climbing right turn to 7000 direct CAO NDB and hold.

ASOS 120.625	ALBUQUERQUE CENTER 127.85 285.475	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-2	5800-1 835 (900-1)	5800-1¼ 835 (900-1¼)	5800-2½ 835 (900-2½)	5800-2¾ 835 (900-2¾)
CIRCLING	5800-1 835 (900-1)	5800-1¼ 835 (900-1¼)	5800-2½ 835 (900-2½)	5800-2¾ 835 (900-2¾)



NDB CAO	APP CRS	Rwy Idg	6300
<u>332</u>	194°	TDZE	4965
		Apt Elev	4965

NDB RWY 20
CLAYTON MUNI AIRPARK (CAO)

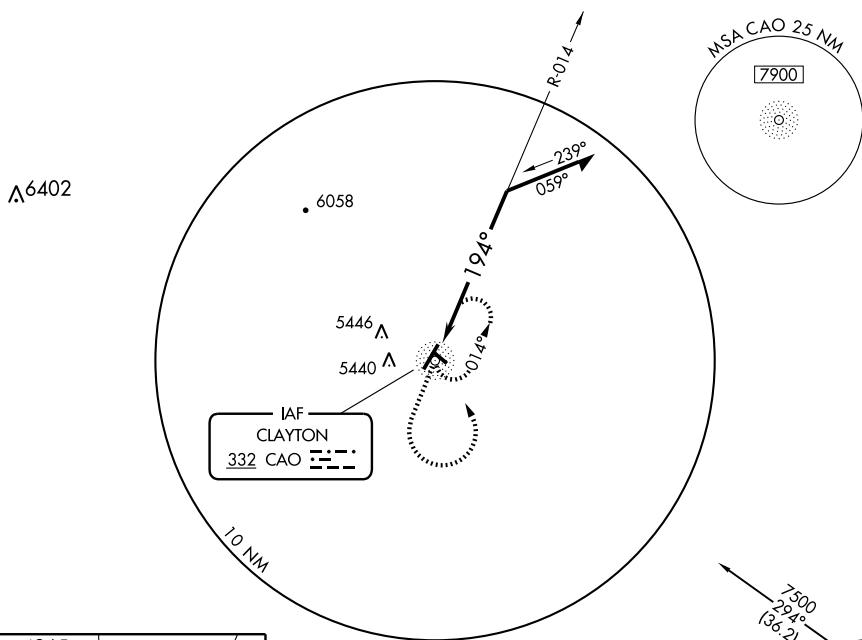
T Circling not authorized west of Rwy 2 and 12.
A If local altimeter setting not received, use Dalhart Muni, TX altimeter setting and increase all MDAs 240 feet.

MISSED APPROACH: Climb to 6200, then climbing left turn to 7000 direct CAO NDB and hold.

ASOS
120.625

ALBUQUERQUE CENTER
127.85 285.475

UNICOM
122.8 (CTAF) **L**



SW-1. 14 JAN 2010 to 11 FEB 2010

ELEV 4965	Rwy 2 ldg 5920' /
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194° to
NDB

TDZE
4965

4100 X 60
0.5% UP

6200	7000	CAO
		
		332

NDB

Remain within 10 NM

014°

7000

194°

DALHART
2.0 DHT ::
Chan 57

MIRL Rwy 2-20 and 12-30 **L**

CATEGORY	A	B	C	D
S-20	5680-1	715 (800-1)	5680-2 715 (800-2)	5680-2 $\frac{1}{4}$ 715 (800-2 $\frac{1}{4}$)
CIRCLING	5680-1	715 (800-1)	5680-2 715 (800-2)	5680-2 $\frac{1}{4}$ 715 (800-2 $\frac{1}{4}$)

Knots	60	90	120	150	180
Min:Sec					

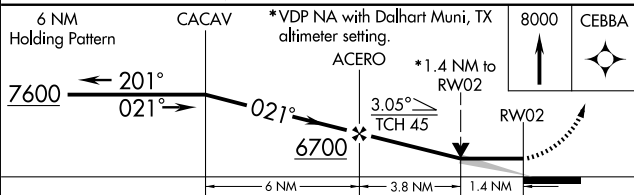
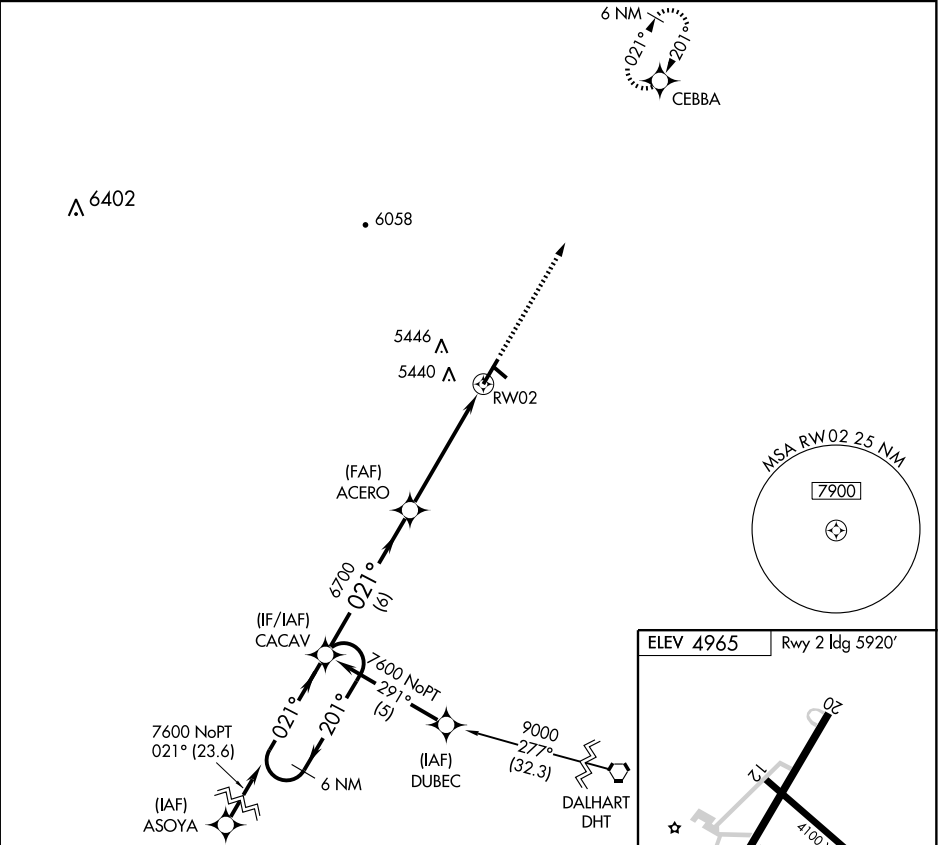
RNAV (GPS) RWY 2
CLAYTON MUNI AIRPARK (CAO)

APP CRS	Rwy Idg	5920
021°	TDZE	4965
	Apt Elev	4965

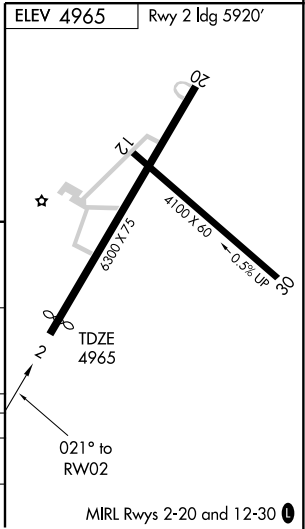
⚠ If local altimeter setting not received, use Dalhart Muni, TX altimeter setting and increase all MDAs 240 feet.
⚠ Circling NA west of Runways 2 and 12.
DME/DME RNP- 0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 8000 direct CEBBA and hold.

ASOS 120.625	ALBUQUERQUE CENTER 127.85 285.475	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNNAV MDA	5460-1	495 (500-1)	5460-1½ 495 (500-1½)	5460-1½ 495 (500-1½)
CIRCLING	5460-1	495 (500-1)	5460-1½ 495 (500-1½)	5520-2 555 (600-2)



⚠

DME/DME RNP- 0.3 NA.

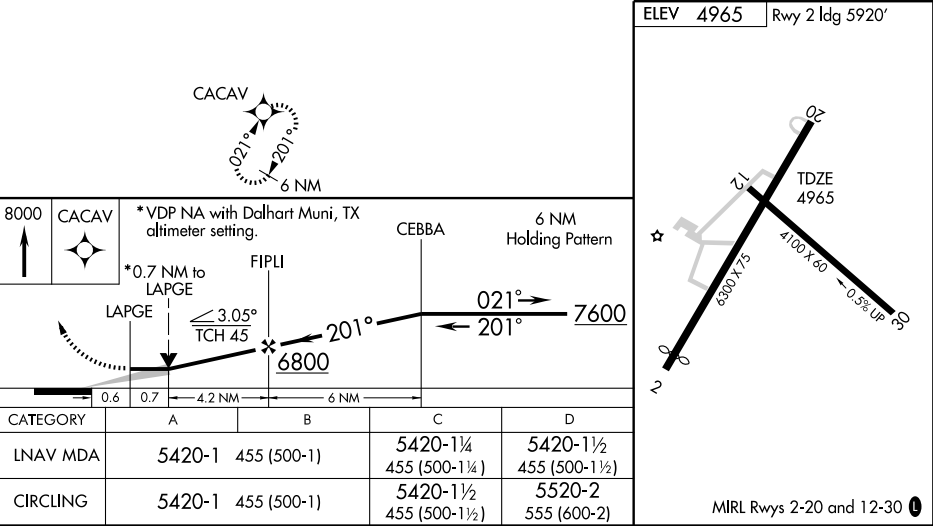
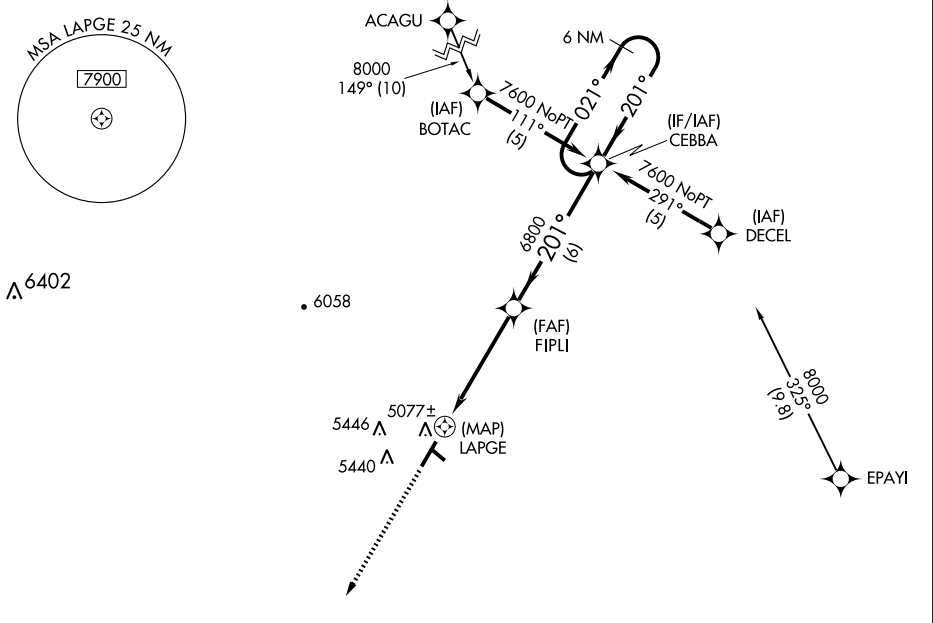
⚠

Circling NA west of Rwy 2 and 12. Procedure NA at night.

If local altimeter setting not received, use Dalhart Muni, TX altimeter setting and increase all MDAs 240 feet.

MISSED APPROACH: Climb to 8000 direct CACAV and hold.

ASOS 120.625	ALBUQUERQUE CENTER 127.85 285.475	UNICOM 122.8 (CTAF) 0
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LOC I-CVN 108.9	APP CRS 037°	Rwy Idg TDZE Apt Elev 5401 4205 4216
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ILS RWY 4

CLOVIS MUNI (CVN)

NA

MALSR



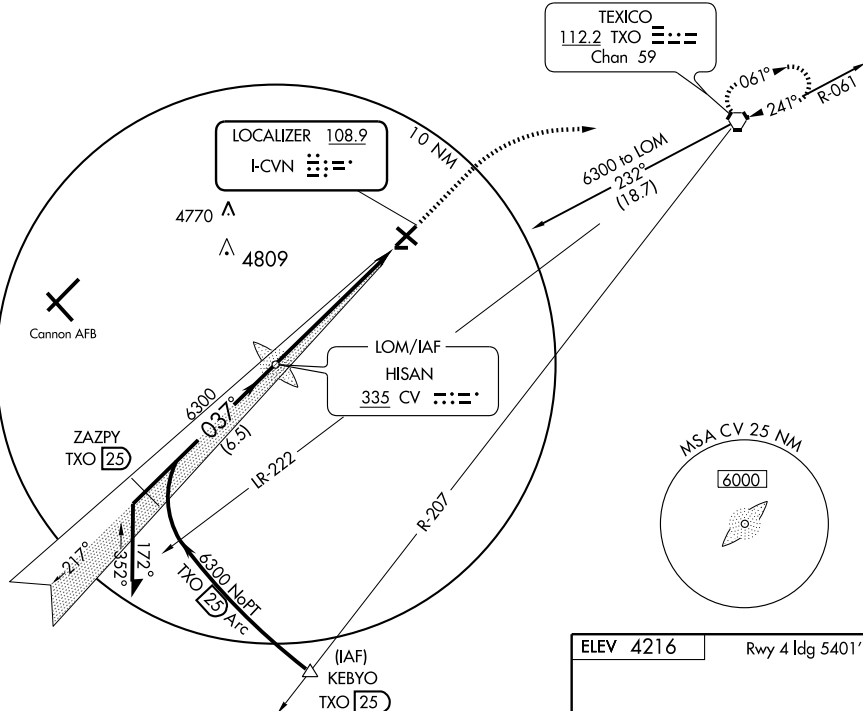
MISSED APPROACH: Climb to 4700 then climbing right turn to 6000 direct TXO VORTAC and hold.

AWOS-3
135.375

CANNON APP CON ★
125.5 352.1

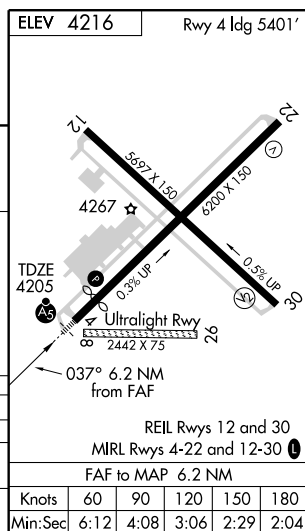
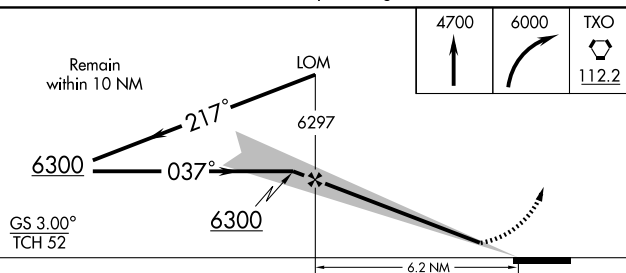
CLNC DEL
119.0

UNICOM
122.8 (CTAF) **0**



SW-1. 14 JAN 2010 to 11 FEB 2010

CAUTION: Cannon AFB 12 NM WSW, heavy USAF fighter traffic.



CATEGORY	A	B	C	D
S-ILS 4	4405-½		200 (200-½)	
S-LOC 4	4640-½	435 (500-½)	4640-¾ 435 (500-¾)	4640-1 435 (500-1)
CIRCLING	4680-1	464 (500-1)	4680-1½ 464 (500-1½)	4780-2 564 (600-2)

WAAS CH 97300 W04A	APP CRS 037°	Rwy Idg TDZE Apt Elev	5401 4205 4216
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RNAV (GPS) RWY 4
CLOVIS MUNI (CVN)

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -23°C (-9°F)
For inoperative MALSR, increase LNAV/VNAV Cat. D visibility to 1.



MISSED APPROACH: Climb to 6000 direct
RIMKE and hold.

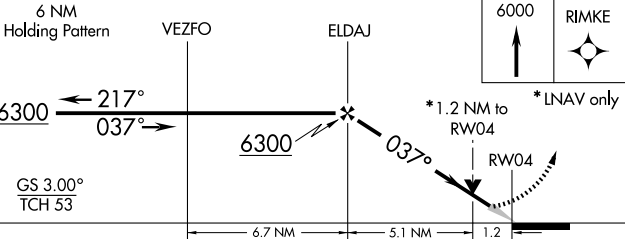
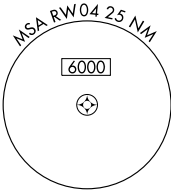
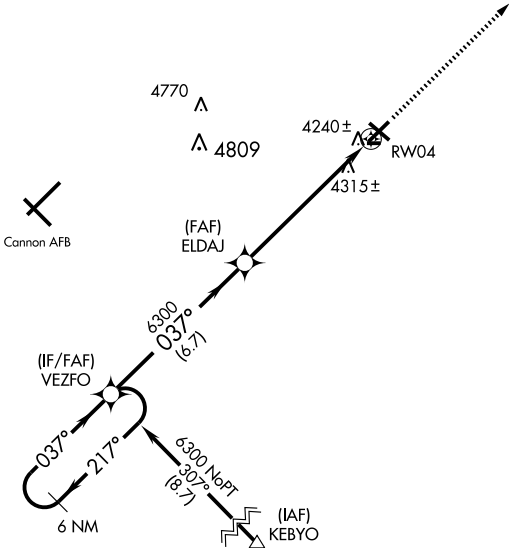
AWOS-3
135.375

CANNON APP CON*
125.5 352.1

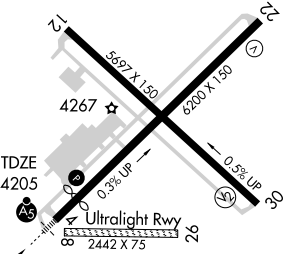
CLNC DEL
119.0

UNICOM
122.8 (CTAF)

CAUTION: Cannon AFB 12 NM WSW, heavy USAF fighter traffic.



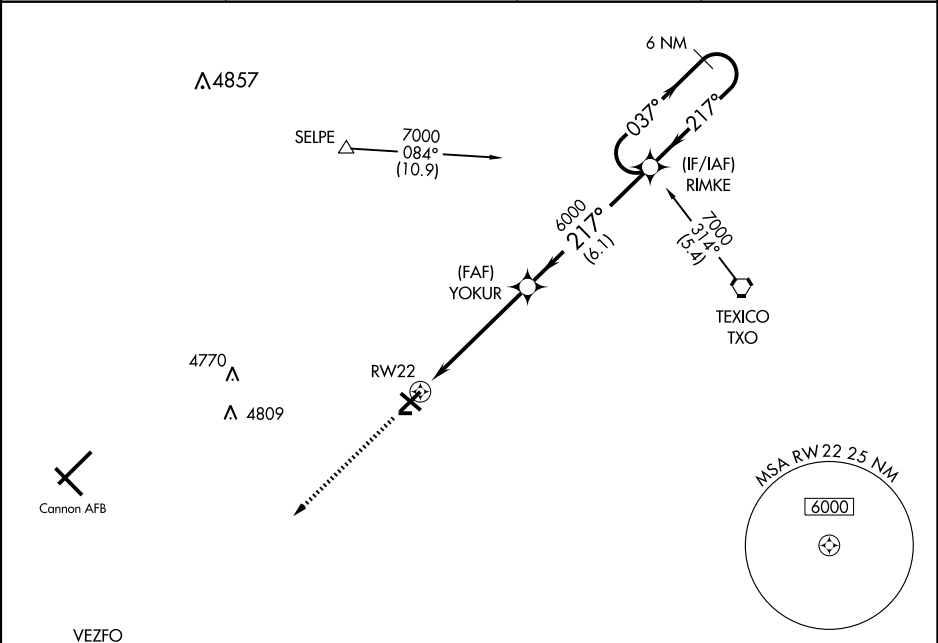
ELEV 4216 Rwy 4 ldg 5401'



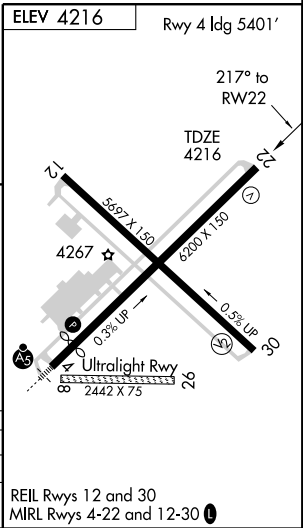
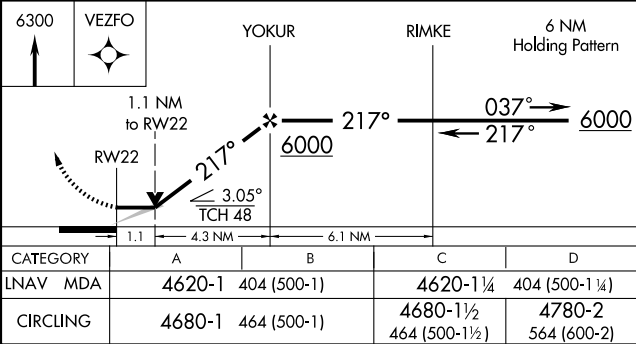
CATEGORY	A	B	C	D
LPV DA	4460-1/2 255 (300-1/2)			
LNAV/VNAV DA	4500-1/2 295 (300-1/2)			4500-3/4 295 (300-3/4)
LNAV MDA	4640-1/2 435 (500-1/2)	4640-3/4 435 (500-3/4)	4780-2 564 (600-2)	4640-1 435 (500-1)
CIRCLING	4680-1 464 (500-1)	4680-1 464 (500-1)	4680-1 464 (500-1)	4680-1 464 (500-1)

REIL Rwy 12 and 30
MIRL Rwy 4-22 and 12-30

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 6300 direct VEZFO and hold.	
AWOS-3 135.375	CANNON APP CON★ 125.5 352.1	CLNC DEL 119.0	UNICOM 122.8 (CTAF) ①



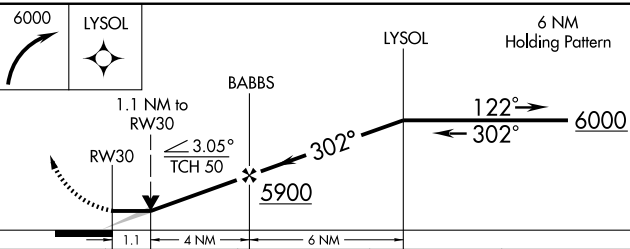
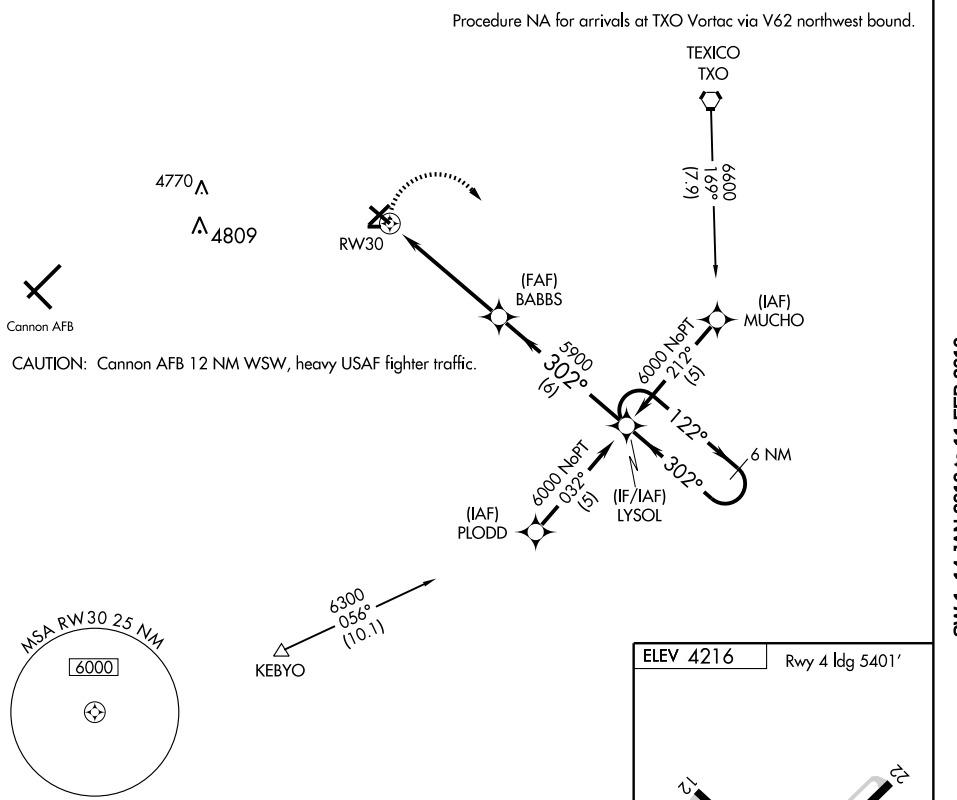
CAUTION: Cannon AFB 12 NM WSW, heavy USAF fighter traffic.



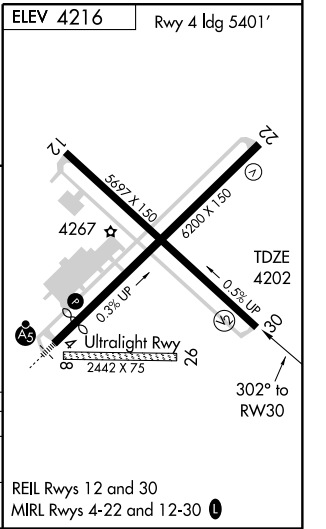
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6000 direct LYSOL and hold.

AWOS-3 135.375	CANNON APP CON★ 125.5 352.1	CLNC DEL 119.0	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LNAV MDA	4620-1	418 (500-1)	4620-1¼	418 (500-1¼)
CIRCLING	4680-1	464 (500-1)	4680-1½ 464 (500-1½)	4780-2 564 (600-2)



SW-1. 14 JAN 2010 to 11 FEB 2010

VOR RWY 22
CLOVIS MUNI (CVN)

VORTAC TXO 112.2 Chan 59	APP CRS 241°	Rwy Idg TDZE Apt Elev 6200 4216 4216
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MISSED APPROACH: Climbing left turn to 5700 direct TXO
VORTAC and hold.

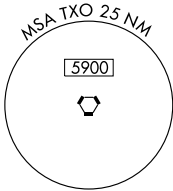
AWOS-3 135.375	CANNON APP CON* 125.5 352.1	CLNC DEL 119.0	UNICOM 122.8 (CTAF) 0
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4857

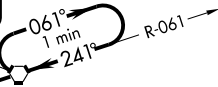
4770
4809



Cannon AFB

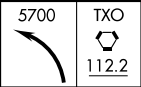


IAF
TEXICO
112.2 TXO
Chan 59

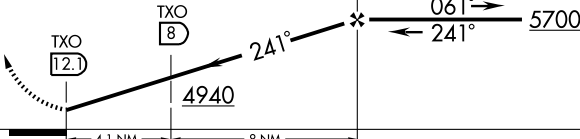


NoPT for Arrivals on
TXO VORTAC Airway Radials
040 clockwise to 082.

CAUTION: Cannon AFB 12 NM WSW, heavy USAF fighter traffic.



One Minute
Holding Pattern



CATEGORY	A	B	C	D
S-22	4940-2	724 (800-2)		4940-2 ¼ 724 (800-2 ¼)
CIRCLING	4940-2	724 (800-2)		4940-2 ¼ 724 (800-2 ¼)

DME MINIMUMS

S-22	4640-1 424 (500-1)	4640-1 ¼ 424 (500-1 ¼)
CIRCLING	4680-1 464 (500-1)	4680-1 ½ 4780-2 464 (500-1 ½) 564 (600-2)

BRONCO 1 MOA

ELEV 4216 Rwy 4 ldg 5401'

241° 12.1 NM from FAF

5697 X 150

6200 X 150

Ultralight Rwy 26

2442 X 75

0.3% UP

0.5% UP

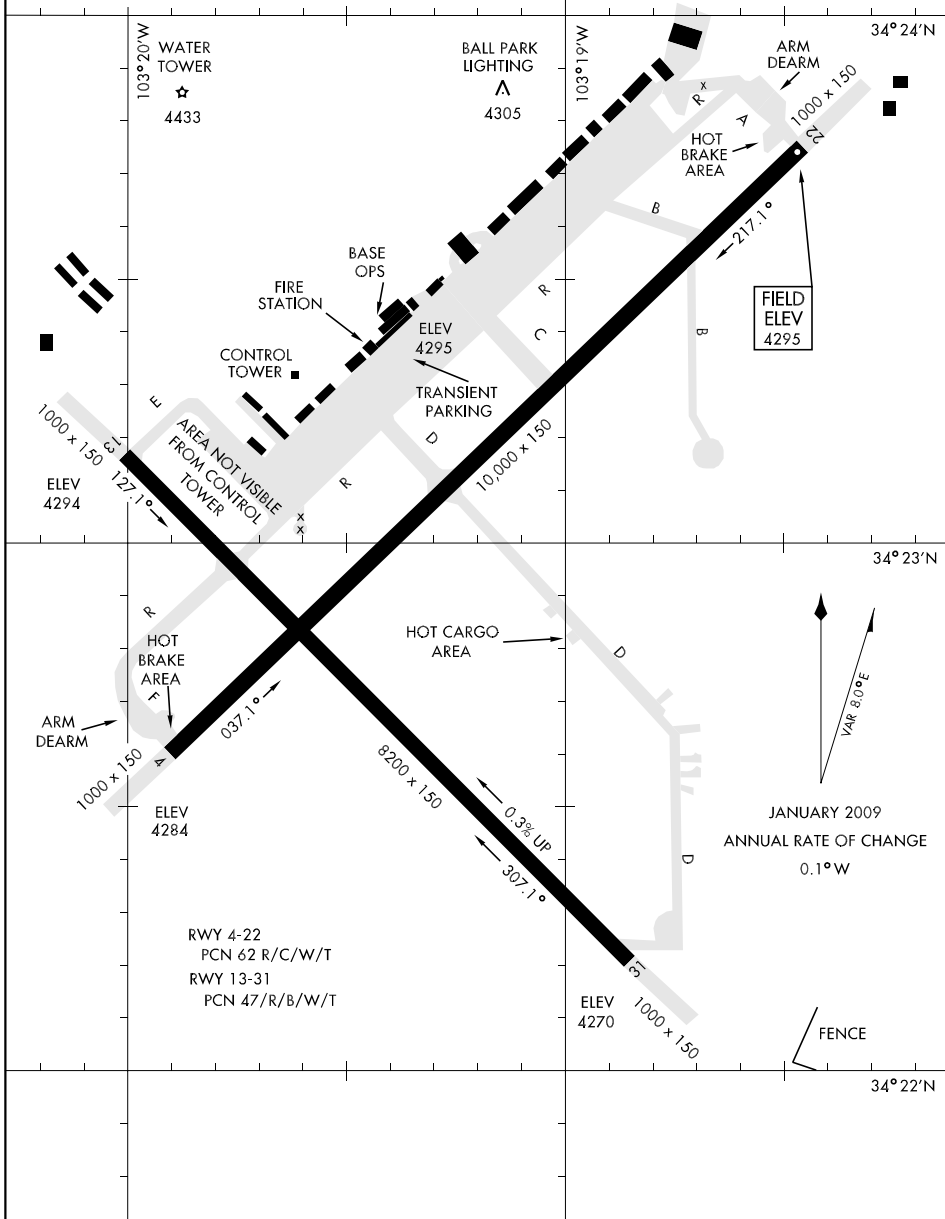
REIL Rwys 12 and 30
MIRL Rwys 4-22 and 12-30

FAF to MAP 12.1 NM

Knots	60	90	120	150	180
Min:Sec	12:06	8:04	6:03	4:50	4:02

ATIS ★ 119.1 269.9
CANNON TOWER ★
120.4 270.25
GND CON
121.9 275.8
CLNC DEL
120.2 293.225

SW-1, 14 JAN 2010 to 11 FEB 2010



LOC I-GLO 108.5	APCH CRS 035°	Rwy Idg 10,000 TDZE 4284 Arpt Elev 4295
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JAL-512 [USAF]

CANNON AFB (KCVS)

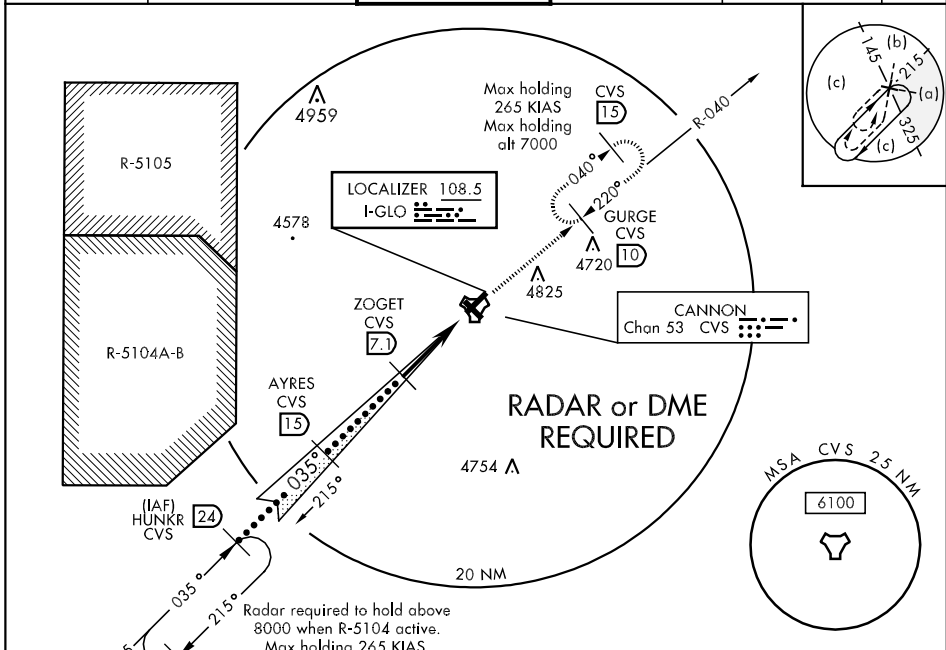
▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT C RVR to 60 and vis to 1 $\frac{1}{2}$ mile,
 CAT DE RVR vis to 1 $\frac{1}{2}$ miles.

ALSIF-1

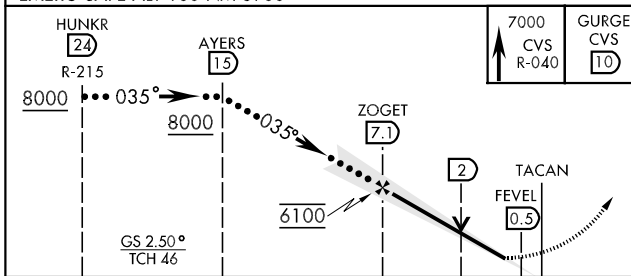


MISSED APPROACH: Climb to 7000 via CVS TACAN R-040 to CVS 10 DME GURGE and hold.

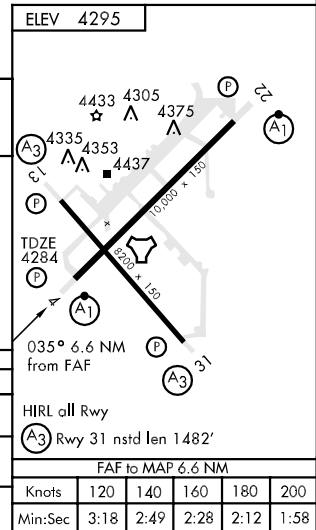
ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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EMERG SAFE ALT 100 NM 8900



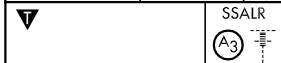
CATEGORY	C	D	E
S-ILS 4 *	4484/24	200	(200- $\frac{1}{2}$)
S-LOC 4 **	4720/40 436 (500- $\frac{3}{4}$)	4720/50 565 (600-2)	436 (500-1) 725 (800-2 $\frac{1}{2}$)
CIRCLING	4780-1 $\frac{1}{2}$ 485 (500-1 $\frac{1}{2}$)	4860-2 565 (600-2)	5020-2 $\frac{1}{2}$ 725 (800-2 $\frac{1}{2}$)



LOC I-OVI 110.35	APCH CRS 125°	Rwy Idg TDZE Arpt Elev 8200 4294 4295
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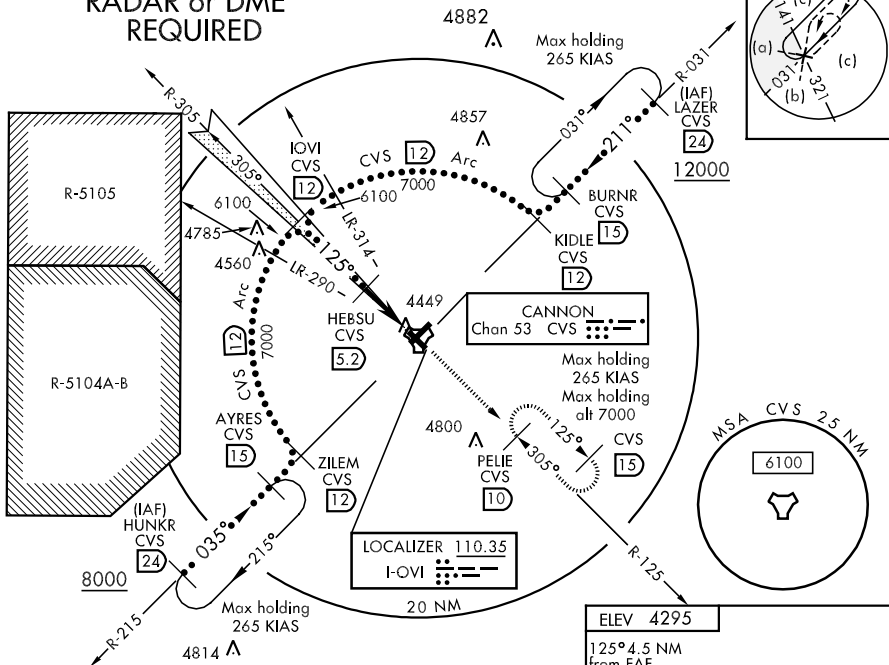
JAL-512 [USAF]

CANNON AFB (KCVS)

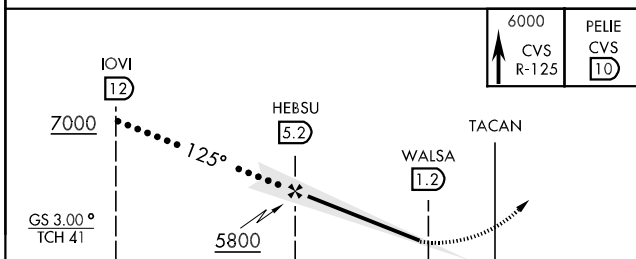


MISSED APPROACH: Climb to 6000 via CVS TACAN R-125 to 10 DME (PELIE) and hold.

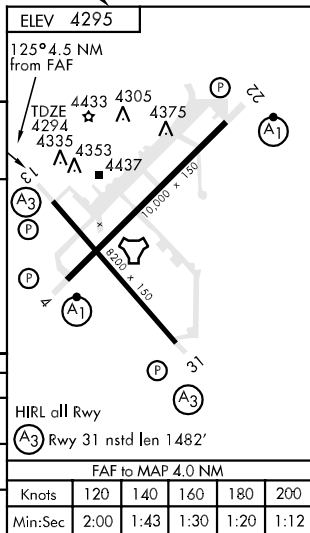
ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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RADAR or DME
REQUIRED

EMERG SAFE ALT 100 NM 8900



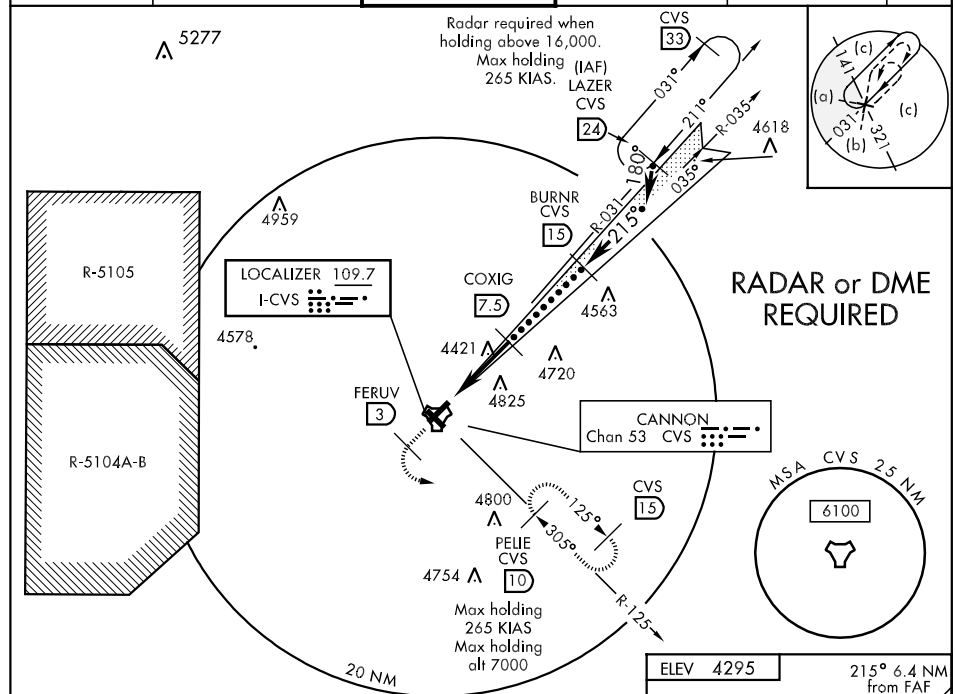
CATEGORY	C	D	E
S-ILS 13	4494- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)		
S-LOC 13	4700-1 $\frac{1}{4}$ 406 (500-1 $\frac{1}{2}$)	4700-1 $\frac{1}{2}$ 406 (500-1 $\frac{1}{2}$)	
CIRCLING	4780-1 $\frac{1}{2}$ 485 (500-1 $\frac{1}{2}$)	4860-2 565 (600-2)	5020-2 $\frac{1}{2}$ 725 (800-2 $\frac{1}{2}$)



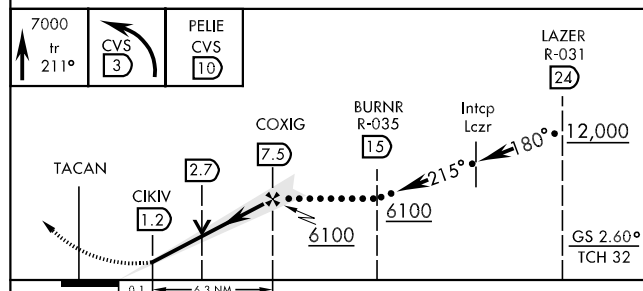
LOC I- CVS 109.7	APCH CRS 215°	Rwy Idg 10,000 TDZE 4295 Arprt Elev 4295	JAL-512 [USAF]	CANNON AFB (KCVS)
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▼ * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT DE to vis to $1\frac{1}{2}$ miles.	ALSF-1 	MISSED APPROACH: Climb to 7000 via track 211°. At 3 DME (FERUV) turn left intercept CVS TACAN R-125 direct CVS R-125/10 DME (PELIE) and hold.
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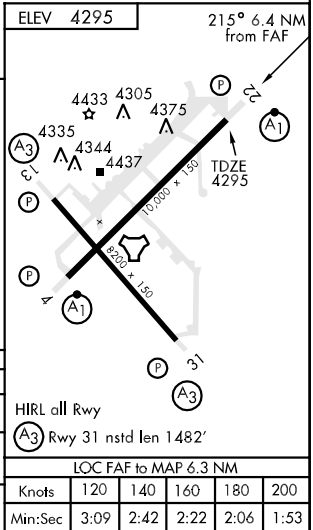
ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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EMERG SAFE ALT 100 NM 8900



CATEGORY	C	D	E
S-ILS 22 *	4495/24	200	(200-1/2)
S-LOC 22 **	4740/40 445 (500-3/4)	4740/50 445 (500-1)	
CIRCUING	4780-1 1/2 485 (500-1 1/2)	4860-2 565 (600-2)	5020-2 1/2 725 (800-2 1/2)



LOC I-BNN 108.3	APCH CRS 305°	Rwy Idg 8,200 TDZE 4270 Arpt Elev 4295
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JAL-512 [USAF]

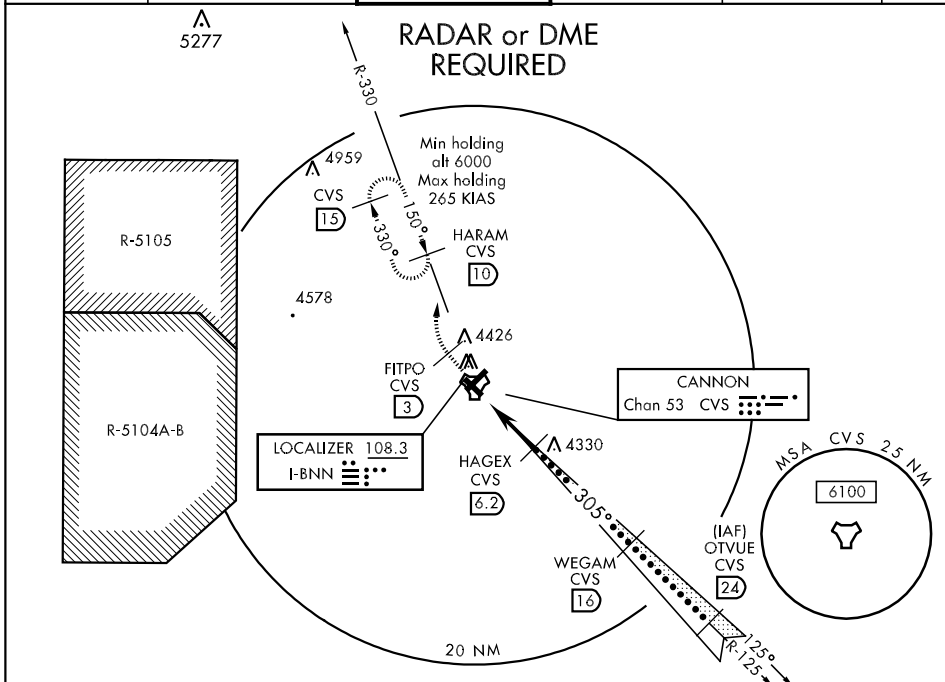
CANNON AFB (KCVS)

▼ * When ALS inop, increase CAT CD vis to 1 mile,
CAT E vis to 1 1/4 mile.

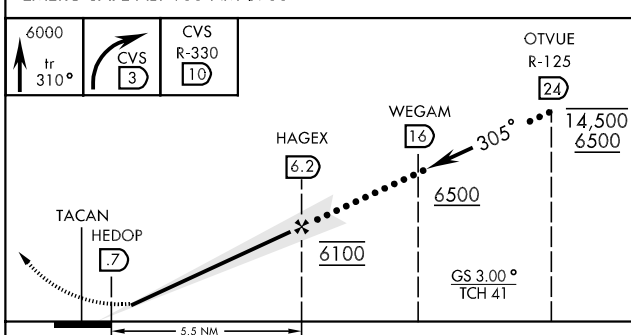


MISSED APPROACH: Climb to 6000 via track
310°. At 3 DME (FITPO) turn right intercept
CVS R-330 to CVS 10 DME (HARAM) and hold.

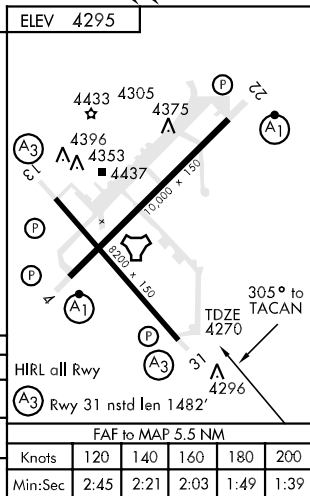
ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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EMERG SAFE ALT 100 NM 8900



CATEGORY	C	D	E
S-ILS 31	4470-3/4	200 (200-3/4)	
S-LOC 31 *	4600-3/4	330 (400-3/4)	
CIRCLING	4780-1 1/2 485 (500-1 1/2)	4860-2 565 (600-2)	5020-2 1/2 725 (800-2 1/2)



TACAN CVS Chan 53	APCH CRS 045°	Rwy ldg 10,000 TDZE 4284 Arpt Elev 4295
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JAL-512 [USAF]

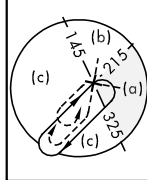
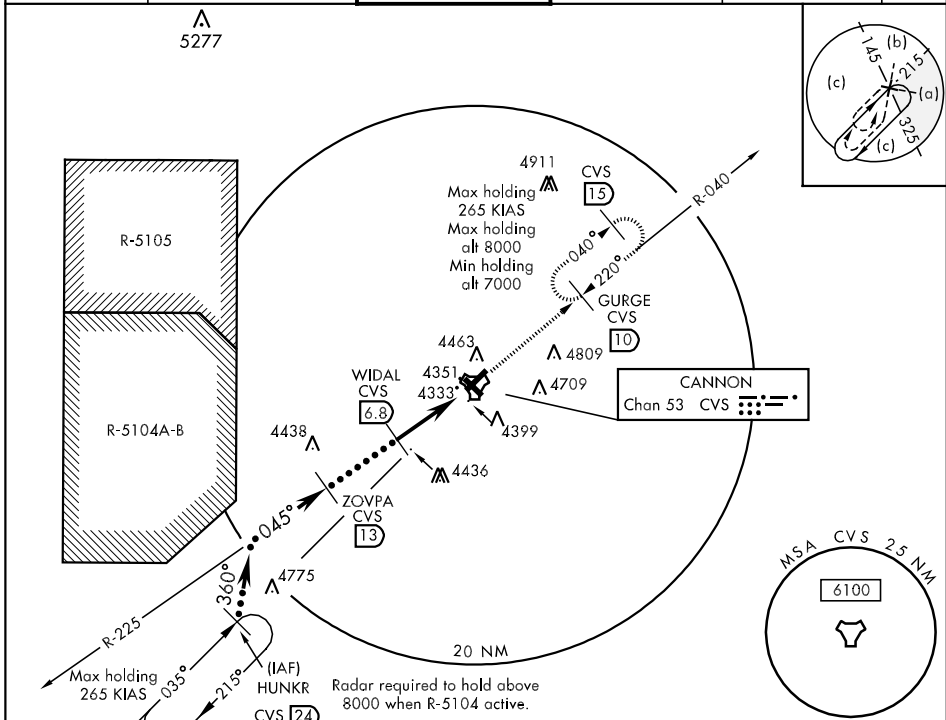
CANNON AFB (KCVS)

▼ * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ mile, CAT DE vis to 1½ miles.

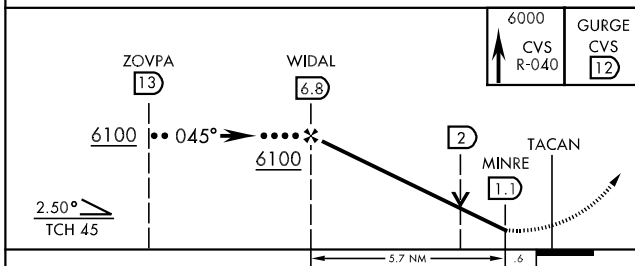


MISSED APPROACH: Climb to 6000 out CVS R-040 to 10 DME (GURGE) and hold.

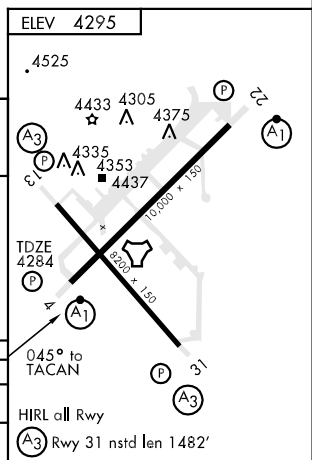
ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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EMERG SAFE ALT 100 NM 8900



CATEGORY	C	D	E
S-4 *	4720/40 436 (500-¾)	4720/50 436 (500-1)	5020-2½ 725 (800-2½)
CIRCLING	4840-1½ 545 (600-1½)	4860-2 565 (600-2)	5020-2½ 725 (800-2½)



TACAN CVS Chan 53	APCH CRS 117°	Rwy Idg TDZE Arpt Elev 8200 4294 4295
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JAL-512 [USAF]

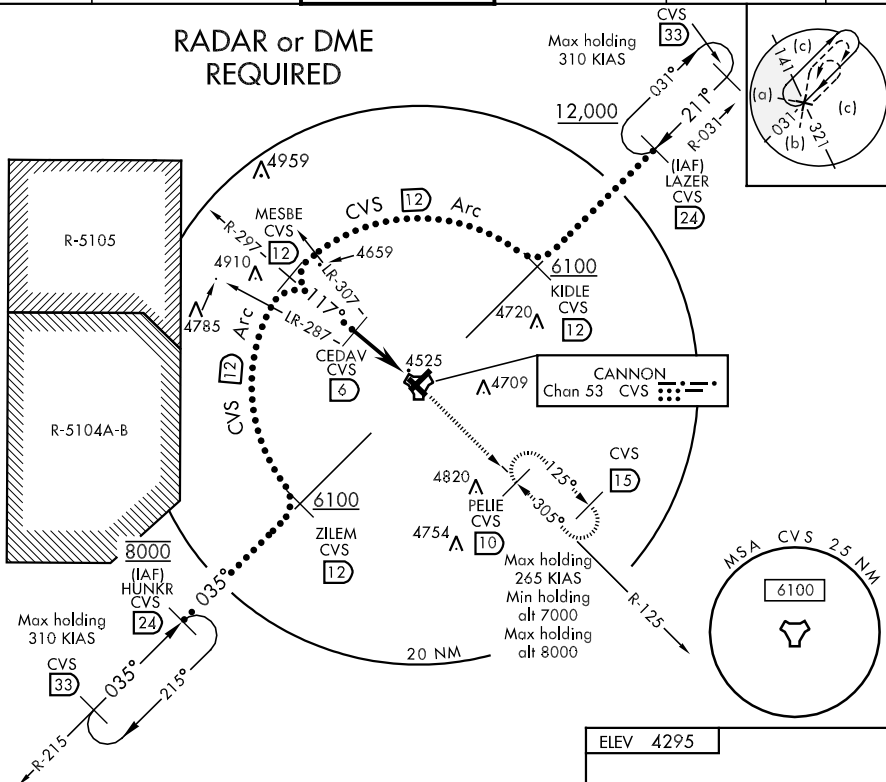
CANNON AFB (KCVS)

▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.	SSAIR (A3)
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 MISSED APPROACH: Climb to 7000 via CVS
TACAN R-125 to 10 DME (PELIE) and hold.

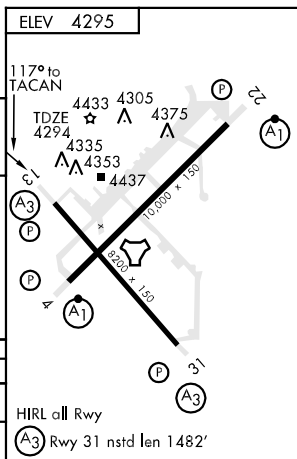
ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 8900

	MESBE R-297 12	CEDAV 6	7000 CVS R-125	PELIE CVS 10
	6100	6100		
	117°			
	3.00°			
	TCH 30			
		4.7 NM	6 NM	
CATEGORY	C	D	E	
S-13 *	4780-¾ 486 (500-¾)	4780-1 486 (500-1)	4780-1¼ 486 (500-1¼)	
CIRCLING	4840-1½ 545 (600-1½)	4860-2 565 (600-2)	5020-2½ 725 (800-2½)	



TACAN CVS Chan 53	APCH CRS 209°	Rwy ldg 10,000 TDZE 4295 Arprt Elev 4295
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JAL-512 [USAF]

CANNON AFB (KCVS)

▲ * When ALS inop, increase CAT C RVR to 60 and vis to 1 1/4 miles, CAT D vis to 1 1/2 miles and CAT E vis to 1 3/4 miles.



MISSED APPROACH: Climb to 6000 via track 211°. At 3 DME (FERUV) turn left intercept CVS TACAN R-125 to 10 DME (PELIE) and hold.

ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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RADAR REQUIRED

▲
5277

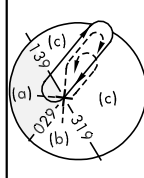
Radar required when holding
holding above 16,000.

Max holding
310 KIAS
Max holding
alt 14,000

CVS
33

R-029

(IAF)
WURUS
CVS
24



WOVDA
CVS
15

WEKPO
CVS
7.3

ZISRI
CVS
4.5

4463

FERUV
CVS
3

CANNON
Chan 53 CVS

Max holding
265 KIAS
Max holding
alt 6000

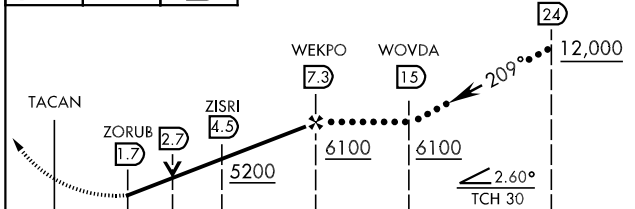
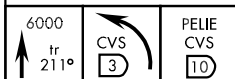
4820

PELIE
CVS
10

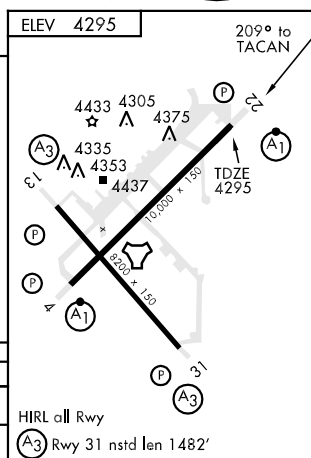
MSA CVS 2.5 NM
6100

20 NM

EMERG SAFE ALT 100 NM 8900



CATEGORY	C	D	E
S-22 *	4760/40 465 (500-34)	4760/50 465 (500-1)	4760/60 465 (500-1 1/4)
CIRCLING	4840-1 1/2 545 (600-1 1/2)	4860-2 565 (600-2)	5020-2 1/2 725 (800-2 1/2)



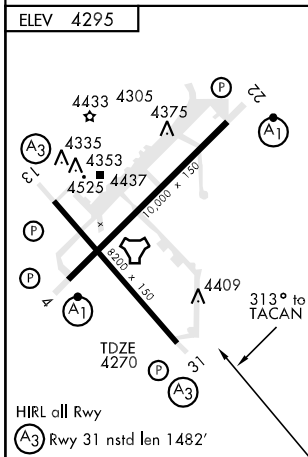
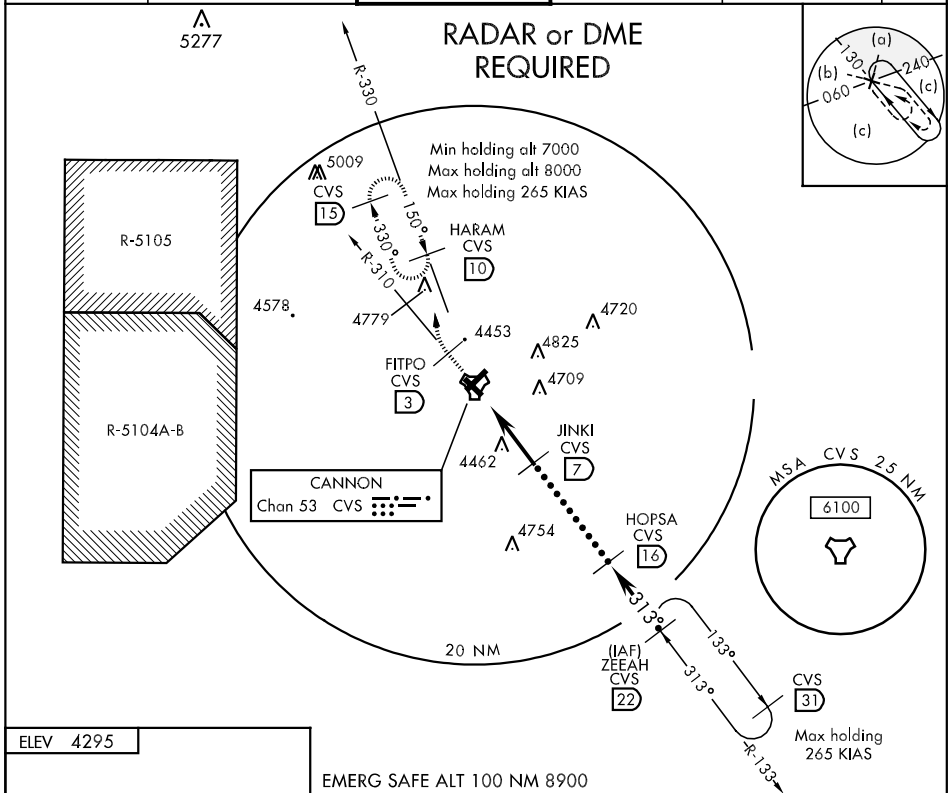
TACAN CVS Chan 53	APCH CRS 313°	Rwy ldg TDZE 4270 Arpt Elev 4295
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JAL-512 [USAF]

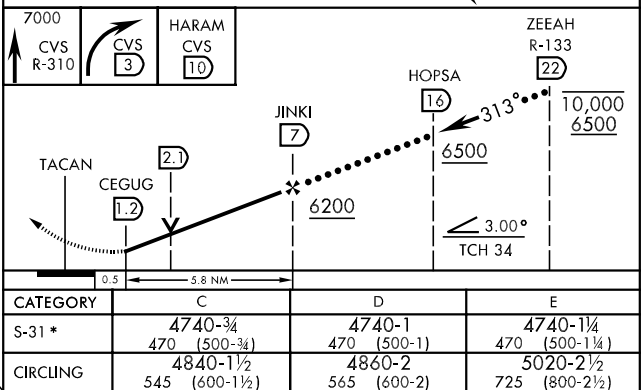
CANNON AFB (KCVS)

▼ * When ALS inop, increase CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.	SSAIR A3	MISSED APPROACH: Climb to 7000 out CVS TACAN R-310 to 3 DME (FITPO) turn right direct CVS R-330/10 DME (HARAM) and hold.
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ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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EMERG SAFE ALT 100 NM 8900



LOC I-GLO 108.5	APCH CRS 035°	Rwy Idg 10,000 TDZE 4284 Arpt Elev 4295
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AL-512 [USAF]

CANNON AFB (KCVS)

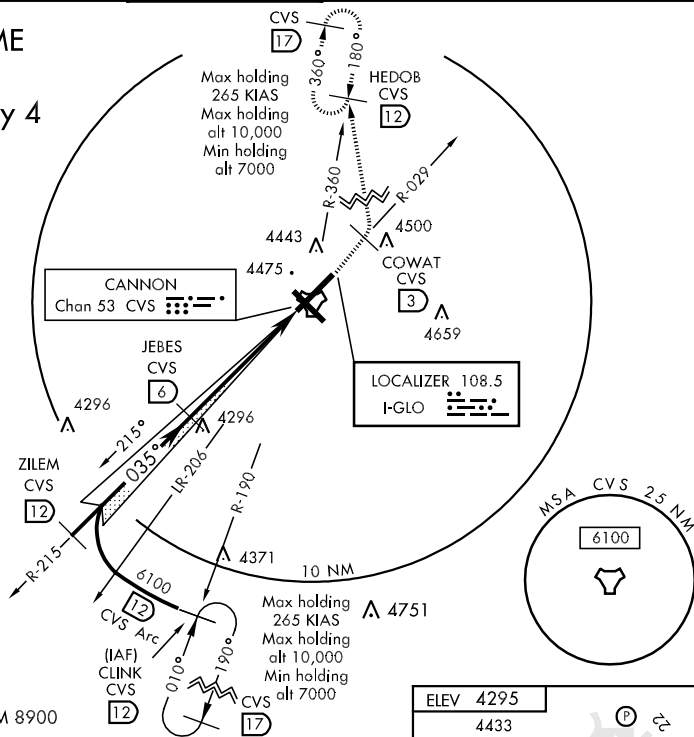
▼ ** When ALS inop, increase all CAT RVR to 40 and vis to $\frac{3}{4}$ miles.
 ** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile,
 CAT D RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT E vis to $1\frac{1}{2}$ miles.



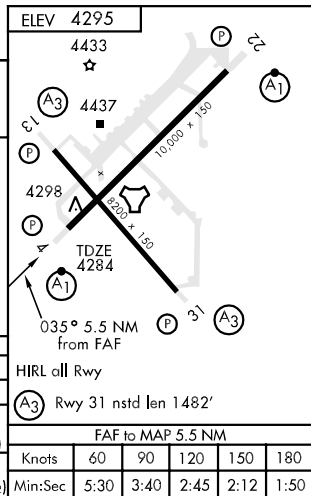
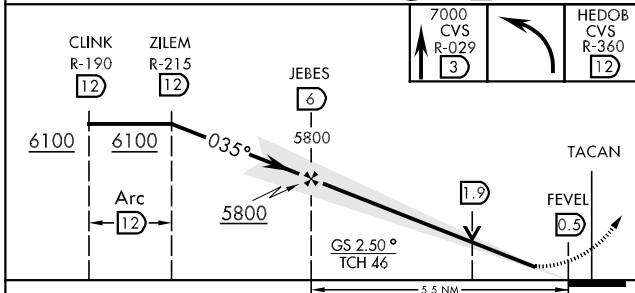
MISSED APPROACH: Climb to 7000 out CVS
 TACAN R-029, at 3 DME then turn left to CVS
 R-360/12 DME (HEDOB) and hold.

ATIS ★ 119.1 269.9	CANNON APP CON 121.05 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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**RADAR or DME
 REQUIRED
 FOR S-LOC Rwy 4**



EMERG SAFE ALT 100 NM 8900



CATEGORY	A	B	C	D	E
S-ILS 4 *	4484/24		200		(200- $\frac{1}{2}$)
S-LOC 4 **	4680/24	396 (400- $\frac{1}{2}$)	4680/40	396 (400- $\frac{3}{4}$)	4680/50 396 (400-1)
CIRCLING	4840-1	545 (600-1)	4840-1 $\frac{1}{2}$ 545 (600- $\frac{1}{2}$)	4860-2 565 (600-2)	5020-2 $\frac{1}{2}$ 725 (800-2 $\frac{1}{2}$)

TACAN CVS Chan 53	APCH CRS 209°	Rwy Idg 10,000 TDZE 4295 Arpt Elev 4295
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AL-512 [USAF]

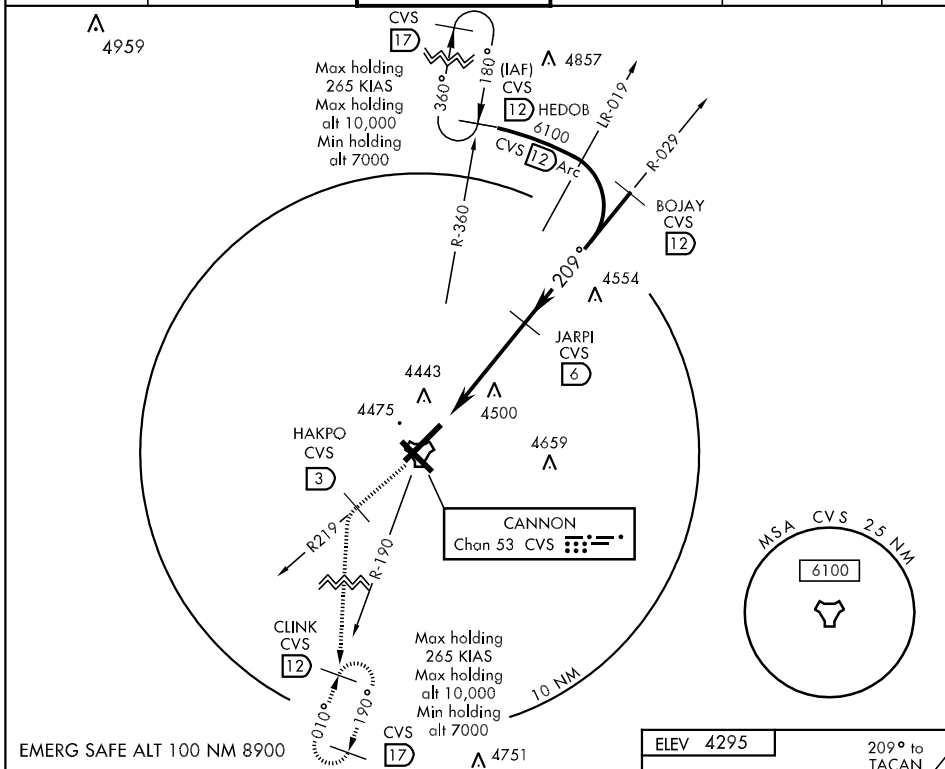
CANNON AFB (KCVS)

T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles CAT E vis to 1¾ miles.

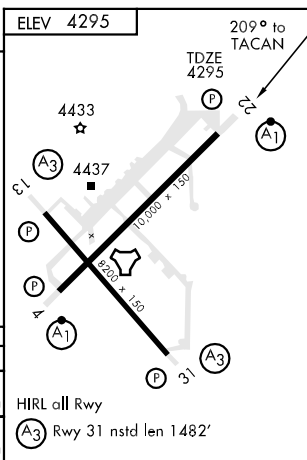
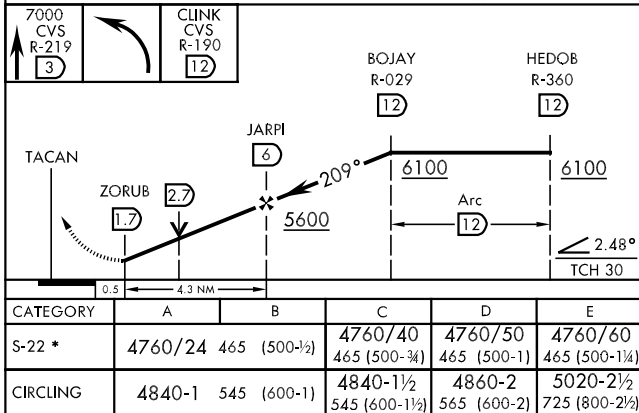


MISSED APPROACH: Climb to 7000 out
CVS TACAN R-219, at 3 DME then turn
left to CVS R-190/12 (CLINK) and hold.

ATIS ★		CANNON APP CON		CANNON TOWER ★		GND CON		CLNC DEL		ASR
119.1	269.9	121.05	352.1	120.4	270.25	121.9	275.8	120.2	293.225	



EMERG SAFE ALT 100 NM 8900



APP CRS	Rwy Idg	6627
260°	TDZE	4303
	Apt Elev	4314

RNAV (GPS) RWY 26

DEMING MUNI (DMN)

T If local altimeter setting not received, use Las Cruces Intl altimeter setting and increase all MDAs 120 feet.
A DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 6700 direct TOSOY and hold.

ASOS
118.525ALBUQUERQUE CENTER
128.2 285.5

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals at WUMEX via V110 northbound.

WUMEX

UNICOM
2.8 (CTAF) **0**

MSA RW26 25 NM

16000



5655

8000
70° (14.8)

(IAF)
YUPUB

6700 NoPT
— 170° —
(8)

(8)

noPT

6 NM

6700 NoPT
280°
(13.6)

SEMRE

KUNRE 9000 to
TOSOY
081°
(44.7)

$$\begin{array}{c} 4663 \\ \wedge \\ 37 \\ \wedge \\ \wedge^{45} \\ \wedge \\ 4574 \end{array}$$

(FAF)
ZUTLO

• 7480

6700 NoP
350°
(8)

(IAF)
VIGUY

7000
004°
(19.2)

6700	TOSOY
------	-------

*1.2 NM to RW26

ZUTLO

	1980	1985	1990	1995	2000	2005	2010	2015	2020
Population	76.5	80.5	84.5	88.5	92.5	96.5	100.0	103.5	107.0
GDP	10.0	15.0	20.0	25.0	30.0	35.0	40.0	45.0	50.0
Urban population	15.0	20.0	25.0	30.0	35.0	40.0	45.0	50.0	55.0
Rural population	61.5	60.5	59.5	58.5	57.5	56.5	55.0	53.5	52.0
Male population	38.0	39.5	41.0	42.5	44.0	45.5	47.0	48.5	50.0
Female population	38.5	41.0	43.5	46.0	48.5	51.0	53.0	55.0	57.0
Male GDP	5.0	7.5	10.0	12.5	15.0	17.5	20.0	22.5	25.0
Female GDP	5.0	7.5	10.0	12.5	15.0	17.5	20.0	22.5	25.0
Male urban population	7.5	10.0	12.5	15.0	17.5	20.0	22.5	25.0	27.5
Female urban population	7.5	10.0	12.5	15.0	17.5	20.0	22.5	25.0	27.5
Male rural population	30.5	29.5	28.5	27.5	26.5	25.5	24.5	23.5	22.5
Female rural population	31.0	31.0	31.0	31.0	31.0	31.0	30.5	29.5	28.5
Male GDP	5.0	7.5	10.0	12.5	15.0	17.5	20.0	22.5	25.0
Female GDP	5.0	7.5	10.0	12.5	15.0	17.5	20.0	22.5	25.0
Male urban GDP	2.5	3.75	5.0	6.25	7.5	8.75	10.0	11.25	12.5
Female urban GDP	2.5	3.75	5.0	6.25	7.5	8.75	10.0	11.25	12.5
Male rural GDP	2.5	3.75	5.0	6.25	7.5	8.75	10.0	11.25	12.5
Female rural GDP	2.5	3.75	5.0	6.25	7.5	8.75	10.0	11.25	12.5

0809

*VDP NA when using Las Cruces Intl altimeter setting.

EV 4314

260° to
RW26
26
TDZE
4303

TDZE
4303

CATEGORY	A	B	C	D
LNAV MDA	4720-1	417 (500-1)	4720-1½	417 (500-1½)
CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	4940-1¾ 626 (700-1¾)	4940-2 626 (700-2)

MIRL Rwy 4-22 and 8-26 **L**

VORTAC DMN 108.6 Chan 23	APP CRS 250°	Rwy Idg 6627 TDZE 4303 Apt Elev 4314
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VOR RWY 26
DEMING MUNI (DMN)

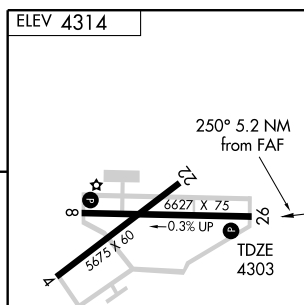
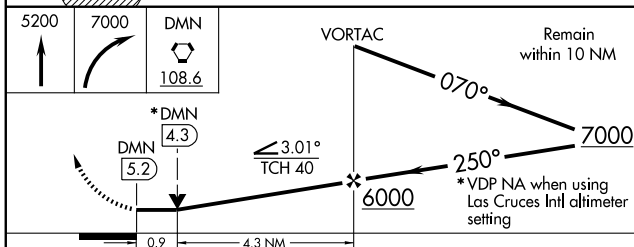
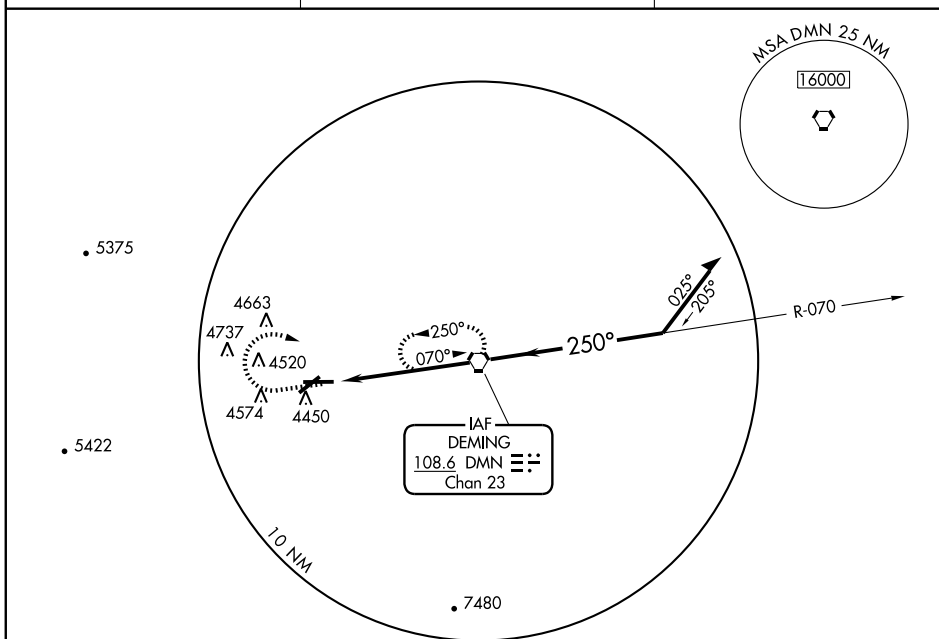
T If local altimeter setting not received, use Las Cruces Intl altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 5200 then climbing right turn to 7000 direct DMN VORTAC and hold.

ASOS
118.525

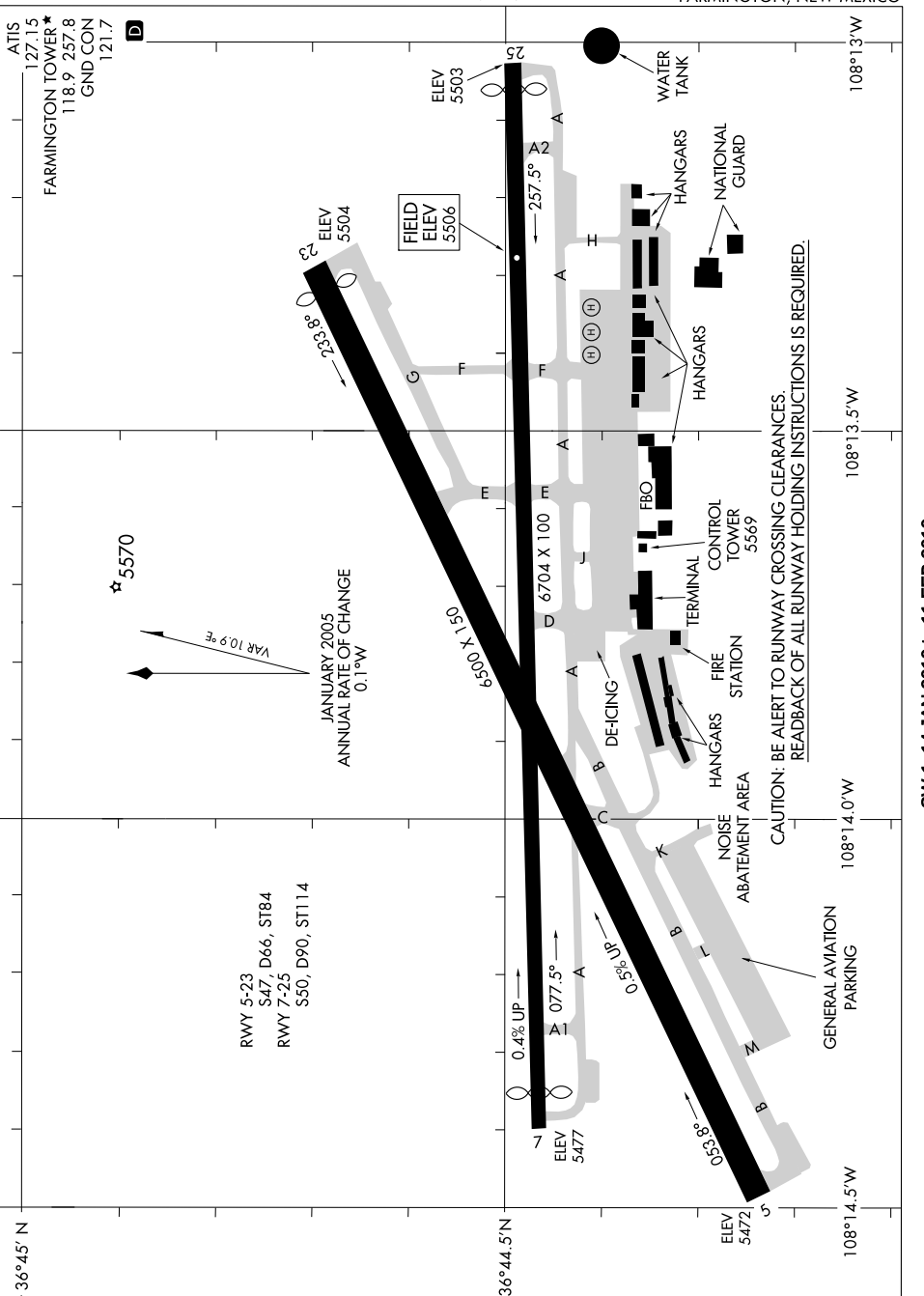
ALBUQUERQUE CENTER
128.2 285.5

UNICOM
122.8 (CTAF) **L**

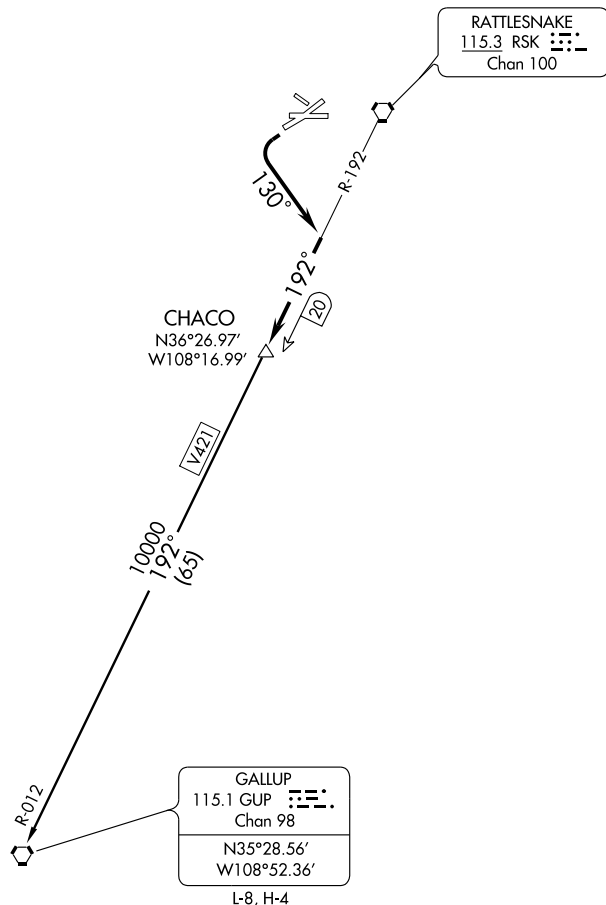


CATEGORY	A	B	C	D
S-26	4640-1 337 (400-1)			
CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	4940-1 $\frac{3}{4}$ 626 (700- $\frac{3}{4}$)	4940-2 626 (700-2)

MIRL Rwy's 4-22 and 8-26					
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



ATIS 127.15
GND CON
121.7
FARMINGTON TOWER
118.9 (CTAF) 257.8
DENVER CENTER
118.575 348.7
UNICOM 122.95



NOTE: Chart not to scale.

NOTE: DME required.

NOTE: This SID requires a minimum climb of 290' per NM to 6500' for Rwy 23 departure.

DEPARTURE ROUTE DESCRIPTION

Aircraft departing Runways 23 or 25 turn left heading 130° to intercept RSK R-192 to CHACO. Thence via (assigned route).

GALLUP TRANSITION (CHACO1.GUP): From over CHACO via the RSK R-192 and GUP R-012 to GUP VORTAC.

LOC/DME I-FMN <u>111.9</u> Chan 56	APP CRS 256°	Rwy Idg 6277 TDZE 5506 Apt Elev 5506
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ILS or LOC RWY 25
FARMINGTON/ FOUR CORNERS RGNL (FMN)

T Cat D circling not authorized southeast of Rwy 5 and 25.
A

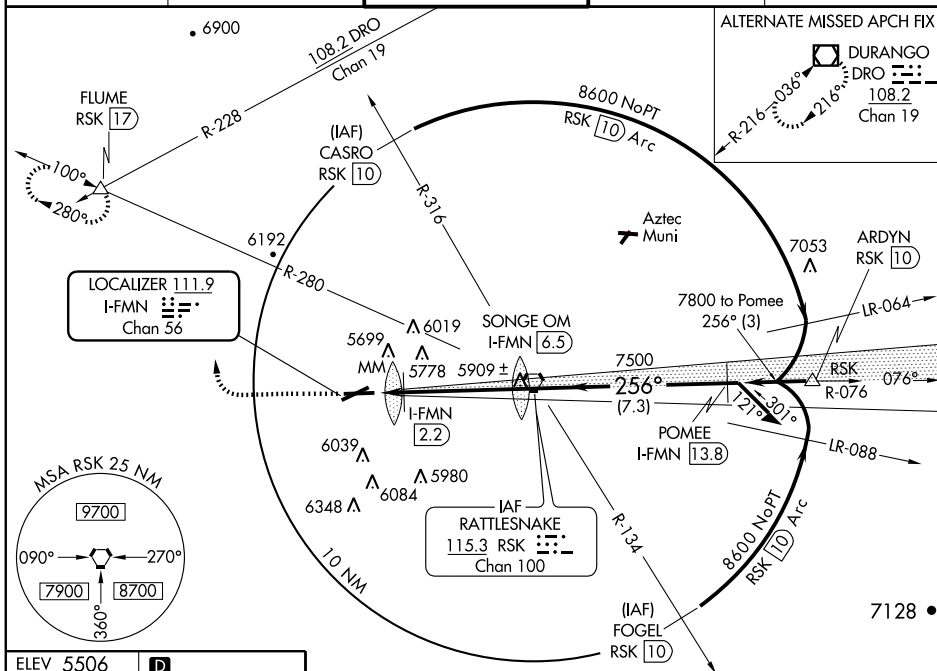
MISSED APPROACH: Climb to 6100 then climbing right turn to 9000 via heading 321° and RSK R-280 to FLUME INT and hold.

ATIS
127.15

DENVER CENTER
118.575 348.7

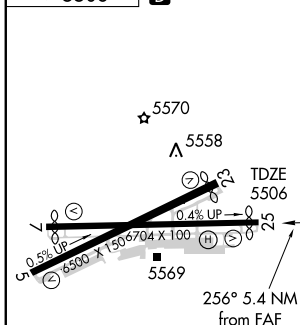
FARMINGTON TOWER★
118.9 (CTAF) **L** 257.8

GND CON
121.7

UNICOM
122.95

ELEV 5506

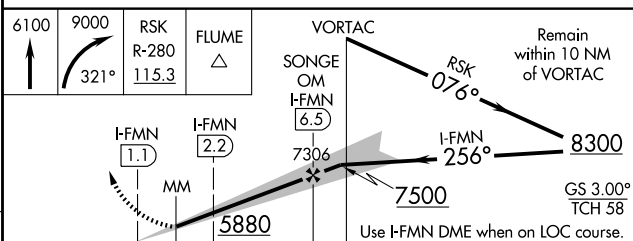
D



REIL Rwys 23 and 25 **L**
MIRL Rwys 5-23 and 7-25 **L**

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 25	5706-¾ 200 (200-¾)			
S-LOC 25	5880-1 374 (400-1)			5880-1¼ 374 (400-1¼)
CIRCLING	6000-1 494 (500-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)
DME MINIMUMS				
S-LOC 25	5780-1 274 (300-1)			
CIRCLING	6000-1 494 (500-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

RIZAL TRANSITION (PLATA1.RIZAL): From over PLATA INT via DRO R-235 to RIZAL INT.

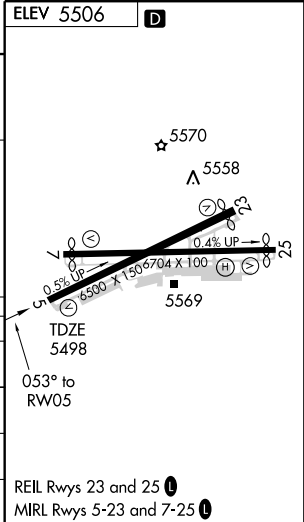
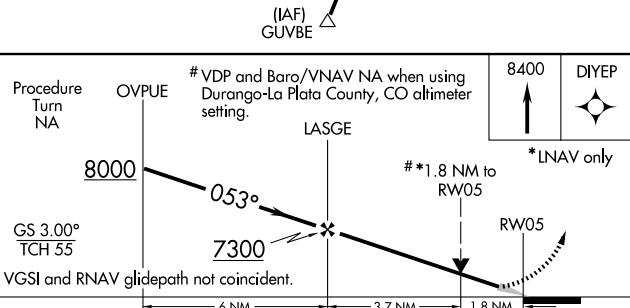
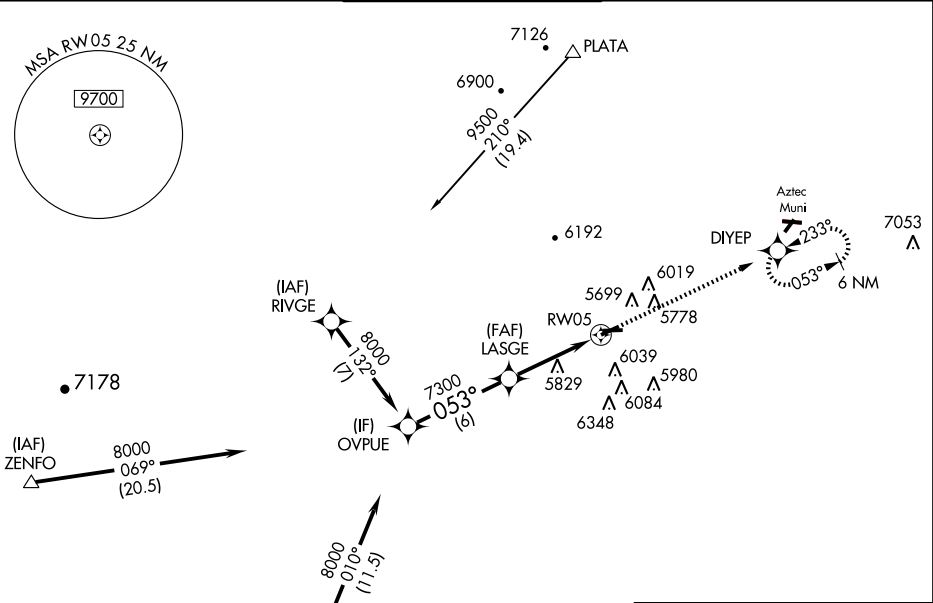


WAAS Chan 86210	APP CRS 053°	Rwy Idg TDZE Apt Elev 6375 5498 5506
W05A		

⚠ Cat D circling not authorized southeast of Rwy 5 and 25.
⚠ Baro-VNAV NA below -26°C (-14°F).
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Durango-La Plata County, CO
altimeter setting and increase all DAs/MDAs 260 feet.

MISSED APPROACH: Climb to 8400 direct DIYEP
and hold.

ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER★ 118.9 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	5750-1 252 (300-1)			
LNAV/VNAV DA	5920-1½ 422 (500-1½)			
LNAV MDA	6100-1 602 (600-1)	6100-1¾ 602 (600-1¾)	6100-2 602 (600-2)	
CIRCLING	6100-1½ 594 (600-1½)	6120-1½ 614 (700-1½)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

REIL Rwy 23 and 25 0
MRL Rwy 5-23 and 7-25 0

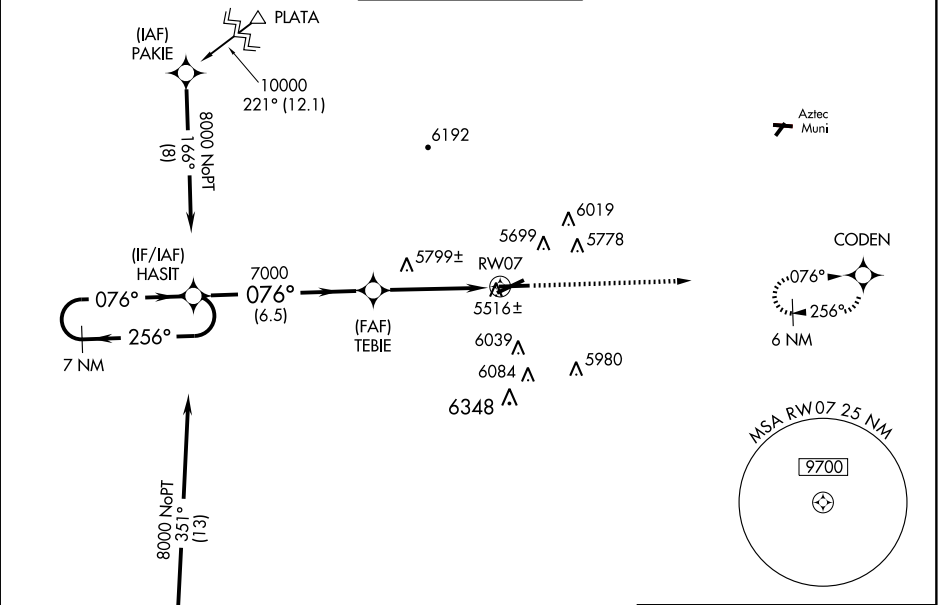
WAAS CH 90110 W07A	APP CRS 076°	Rwy Idg TDZE Apt Elev 6277 5502 5506
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RNAV (GPS) RWY 7
FARMINGTON/ FOUR CORNERS RGNL (F'MN)

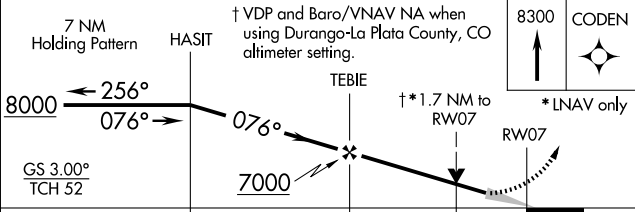
⚠ Cat D circling not authorized southeast of Rwy 5 and 25.
⚠ Baro-VNAV NA below -26°C (-14°F).
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Durango-La Plata County, CO
altimeter setting and increase all DAs/MDAs 260 feet.

MISSED APPROACH: Climb to
8300 direct CODEN and hold.

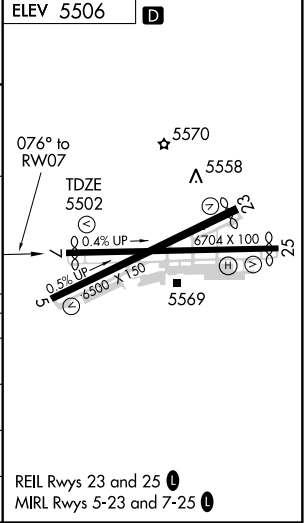
ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER★ 118.9(CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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Procedure NA for arrivals at DERMA
via V95 southwest bound.



CATEGORY	A	B	C	D
LPV DA	5760-1 258 (300-1)			
LNNAV/ VNAV DA	5980-1¾ 478 (500-1¾)			
LNNAV MDA	6060-1	558 (600-1)	6060-1½ 558 (600-1½)	6060-1¾ 558 (600-1¾)
CIRCLING	6060-1¾ 554 (600-1¾)	6120-1¾ 614 (700-1¾)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

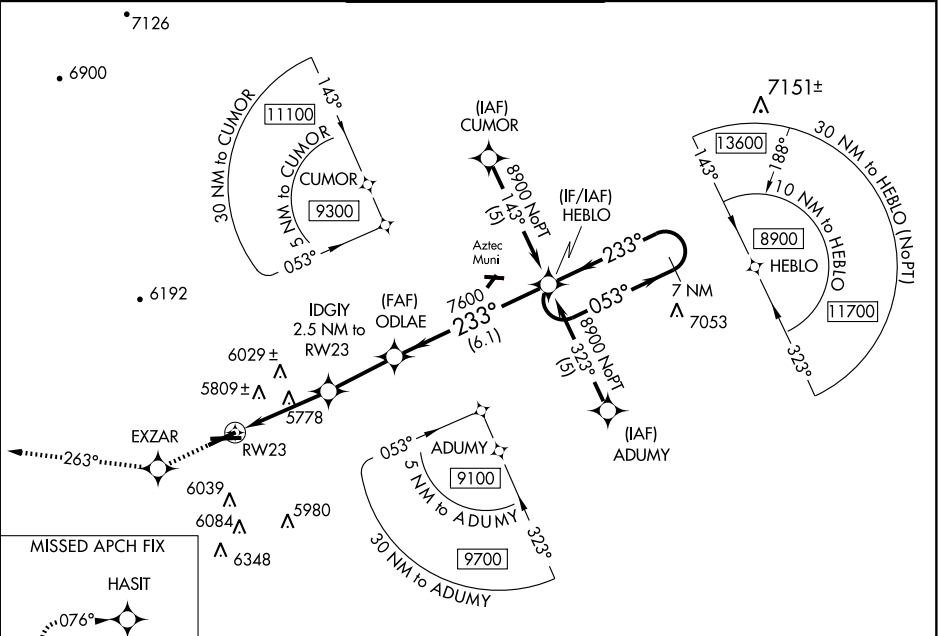


WAAS CH 70714 W23A	APP CRS 233°	Rwy Idg TDZE Apt Elev	6375 5504 5506
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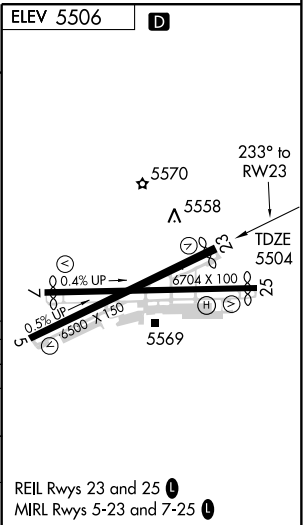
RNAV (GPS) RWY 23
FARMINGTON/ FOUR CORNERS RGNL (F'MN')

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38°C (100°F). ▲ Circling NA Cat D southeast of Rwy 5 and 25. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 8000 direct EXZAR and via track 263° to HASIT and hold.
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ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER★ 118.9 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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8000	EXZAR	trk 263°	HASIT	* LNAV only	7 NM Holding Pattern
↑	✱		✱		
				ODLAE	HEBLO
				IDGIY 2.5 NM to RW23	
				* 2 NM to RW23	
				RW23	
				6340*	7600
				2 NM	0.5 NM
				3.8 NM	6.1 NM
CATEGORY	A	B	C	D	
LPV DA		5798-1	294 (300-1)		
LNAV/VNAV DA		6138-2¼	634 (700-2¼)		
LNAV MDA	6180-1	676 (700-1)	6180-2 676 (700-2)	6180-2¼ 676 (700-2¼)	
CIRCLING	6180-1	674 (700-1)	6180-2 674 (700-2)	6180-2¼ 674 (700-2¼)	



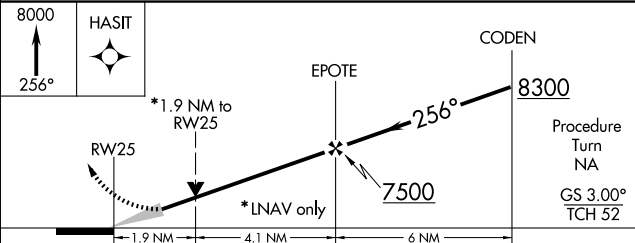
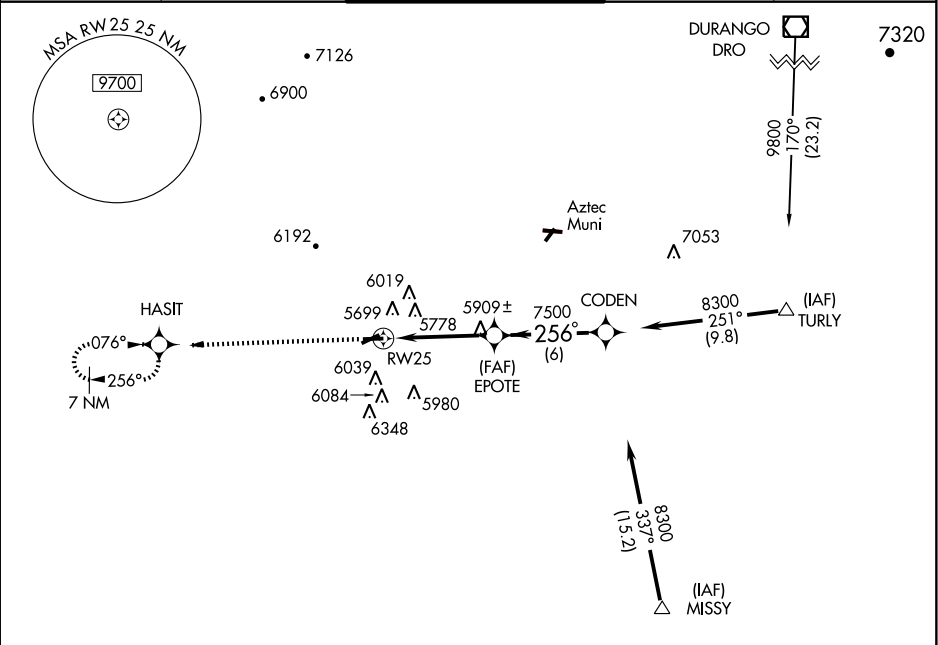
APP CRS	Rwy Idg	6277
256°	TDZE	5506
	Apt Elev	5506

RNAV (GPS) RWY 25

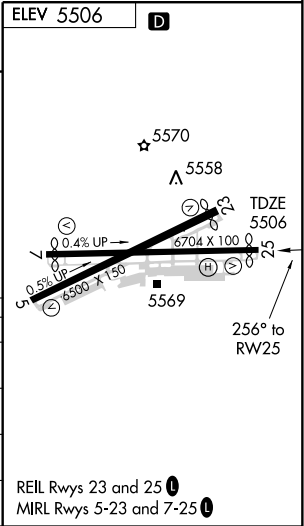
FARMINGTON/ FOUR CORNERS RGNL (F'MN)

 Baro-VNAV NA below -26°C (-14°F)	MISSED APPROACH: Climb to 8000 via 256° course to HASIT WP and hold.
 DME/DME RNP- 0.3 NA. Cat D circling not authorized southeast of Rwys 5 and 25.	

ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER★ 118.9 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	5860-1¼ 354 (400-1¼)			
LNAV MDA	6160-1 654 (700-1)	6160-1¼ 654 (700-1¼)	6160-2 654 (700-2)	
CIRCLING	6160-1¼ 654 (700-1¼)	6160-1¼ 654 (700-1¼)	6160-2 654 (700-2)	



VORTAC RSK <u>115.3</u> Chan 100	APP CRS 070°	Rwy Idg 6375 TDZE 5498 Apt Elev 5506
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VOR/DME RWY 5
FARMINGTON/FOUR CORNERS RGNL (FMN)

T Cat D circling not authorized southeast of Rwy 5 and 25.

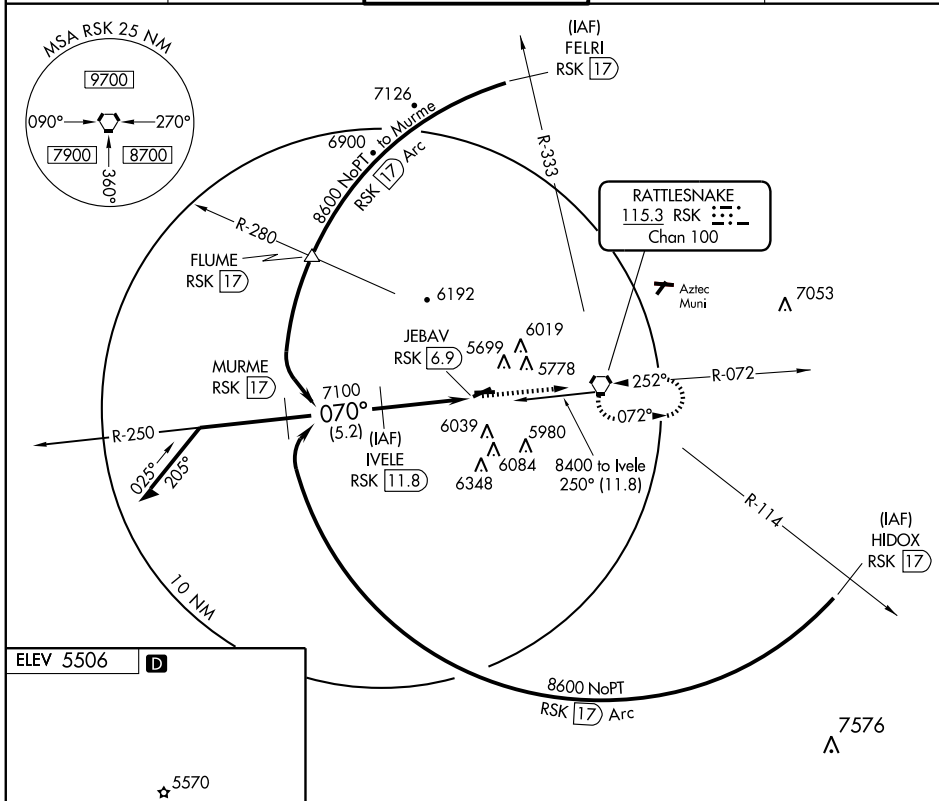
MISSED APPROACH: Climb to 8300 direct RSK VORTAC and hold.

ATIS
127.15

DENVER CENTER
118.575 348.7

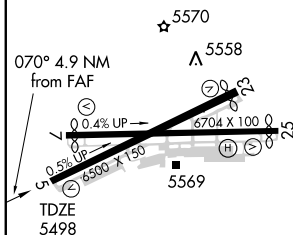
FARMINGTON TOWER★
118.9 (CTAF) **L** 257.8

GND CON
121.7

UNICOM
122.95

ELEV 5506

D

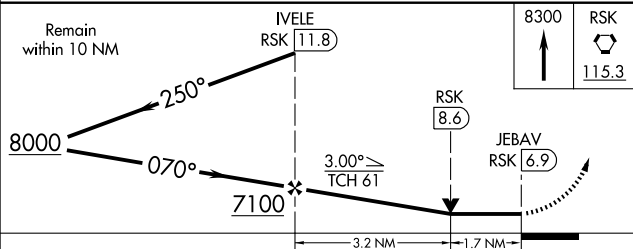
REIL Rwy 23 and 25 **L**

MIRL Rwy 5-23 and 7-25 L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

Remain
within 10 NM



CATEGORY	A	B	C	D
S-5	6060-1	562 (600-1)	6060-1½ 562 (600-1½)	6060-1¾ 562 (600-1¾)
CIRCLING	6060-1 554 (600-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

VORTAC RSK <u>115.3</u> Chan 100	APP CRS 072°	Rwy Idg 6277 TDZE 5502 Apt Elev 5506
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VOR/DME RWY 7
FARMINGTON/FOUR CORNERS RGNL (FMN)

T Cat D circling not authorized southeast of Rwy 5 and 25.

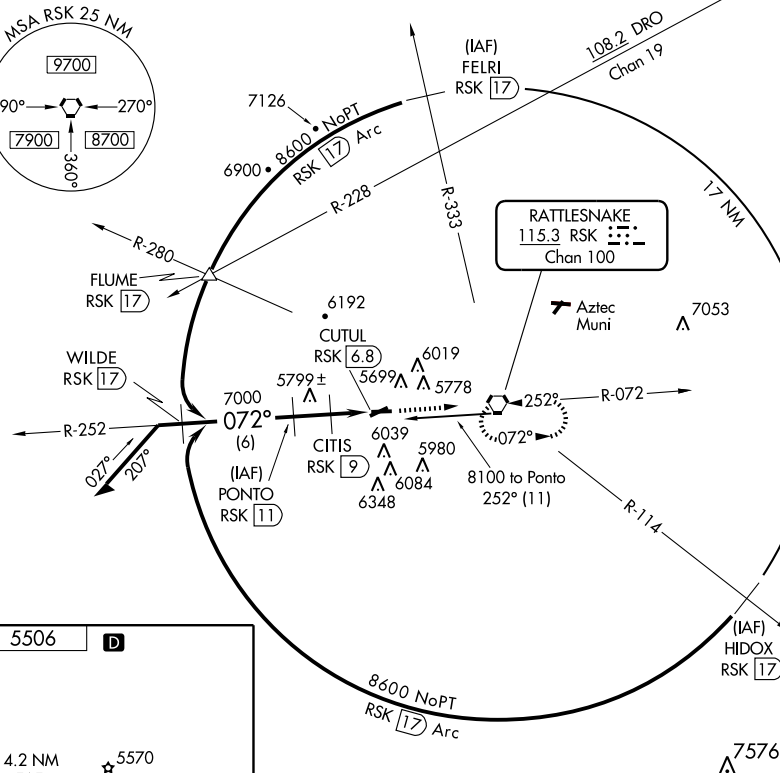
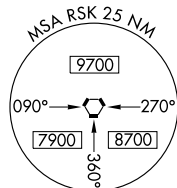
MISSED APPROACH: Climb to 8300 direct RSK VORTAC and hold.

ATIS
127.15

DENVER CENTER
118.575 348.7

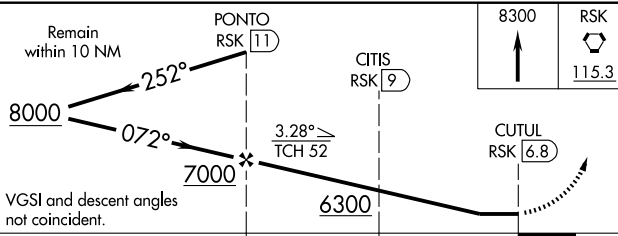
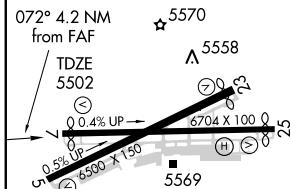
FARMINGTON TOWER★
118.9 (CTAF) **L** 257.8

GND CON
121.7

UNICOM
122.95

ELEV 5506

D



CATEGORY	A	B	C	D
S-7	5920-1	418 (500-1)	5920-1¼	418 (500-1¼)
CIRCLING	6000-1 494 (500-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

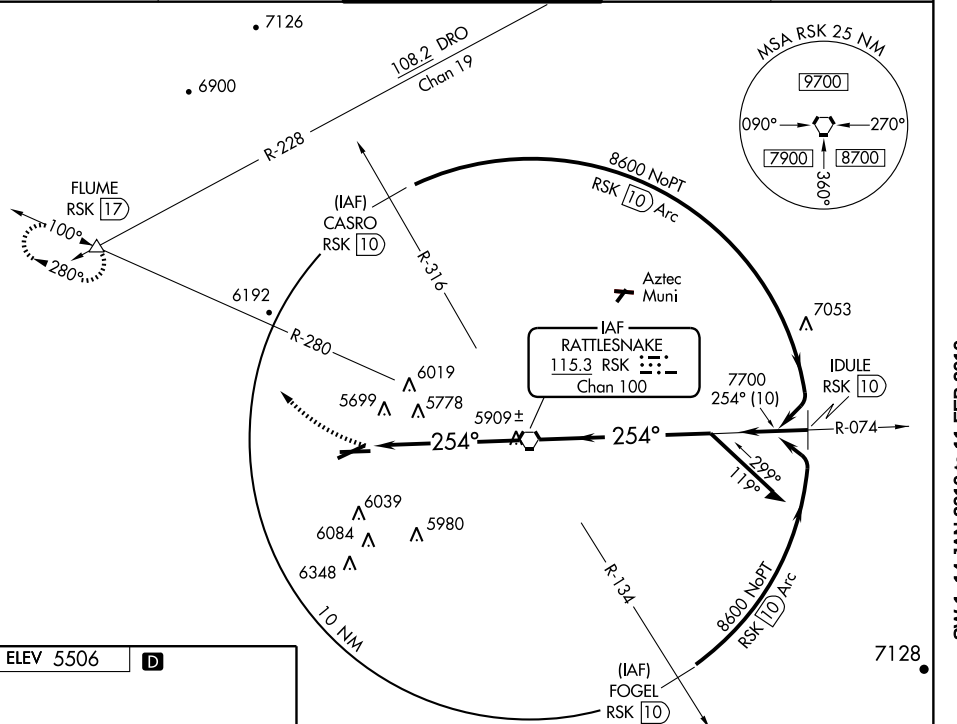
REIL Rwy 23 and 25 **L**
MIRL Rwy 5-23 and 7-25 **L**

VORTAC RSK	APP CRS	Rwy Idg	6375
115.3	254°	TDZE	5504
Chan 100		Apt Elev	5506

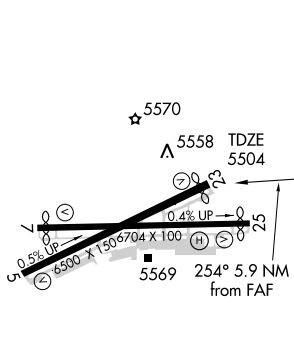
▼ Cat D circling not authorized southeast of Rws 5 and 25.

MISSED APPROACH: Climbing right turn to 9000 via RSK R-280 to FLUME Int and hold.

ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER★ 118.9 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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ELEV 5506 **D**



REIL Rws 23 and 25
MIRL Rws 5-23 and 7-25

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

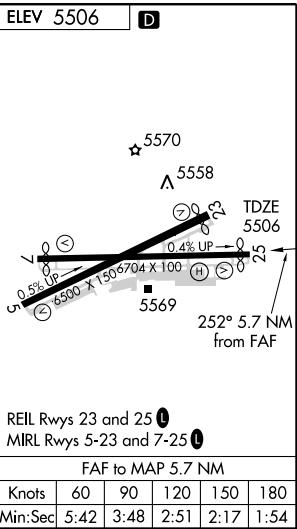
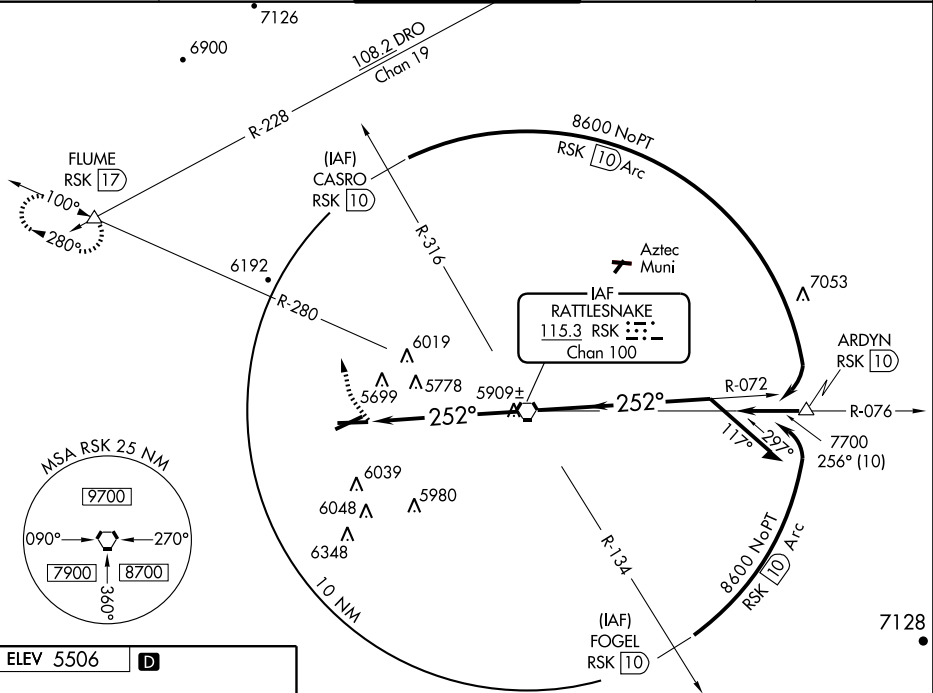
CATEGORY	A		B		C	D
	S-23		6120-1 616 (700-1)		6120-1 616 (700-1 3/4)	6120-2 616 (700-1)
	CIRCLING		6120-1 614 (700-1)		6160-1 654 (700-1 3/4)	6160-2 654 (700-2)

SW-1, 14 JAN 2010 to 11 FEB 2010

VORTAC RSK	APP CRS	Rwy Idg	6277
115.3	252°	TDZE	5506
Chan 100		Apt Elev	5506

MISSED APPROACH: Climbing right turn to 9000 via RSK R-280 to FLUME Int and hold.

ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER★ 118.9 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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9000 FLUME RSK R-280				
VORTAC				
Remain within 10 NM				
072° 8600				
252° 7700				
VGSI and descent angles not coincident.				
1.7 NM 4 NM				
CATEGORY A B C D				
S-25 6120-1 614 (700-1) 6120-1¾ 614 (700-1¾) NA				
CIRCLING 6120-1 614 (700-1) 6160-1¾ 654 (700-1¾) NA				

LOC/DME I-GUP 111.7 Chan 54	APP CRS 062°	Rwy Idg TDZE Apt Elev	7316 6463 6469
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LOC RWY 6
GALLUP MUNI (GUP)

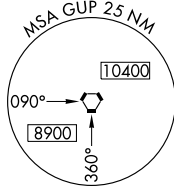
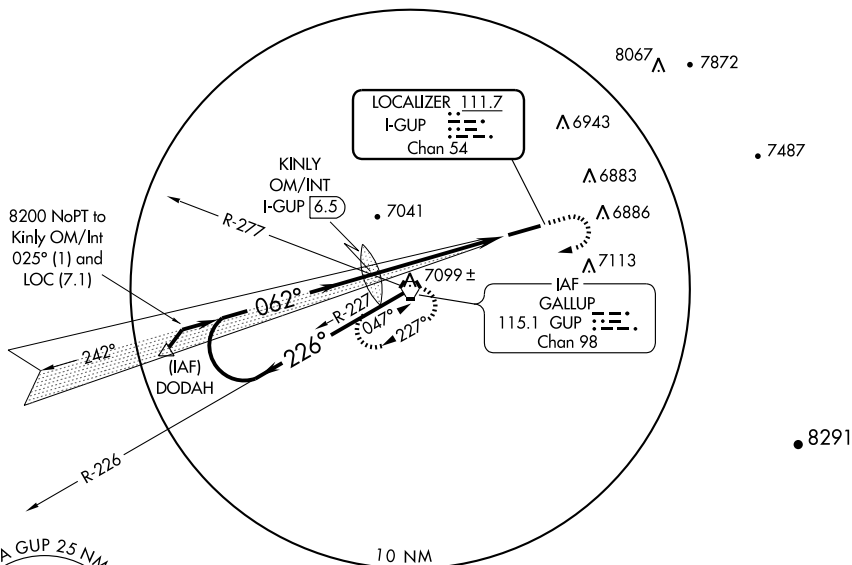


ANA

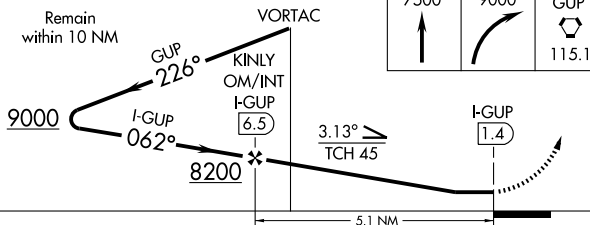
MISSED APPROACH: Climb to 7500 then climbing right turn to 9000 direct GUP VORTAC and hold.

ASOS
118.375

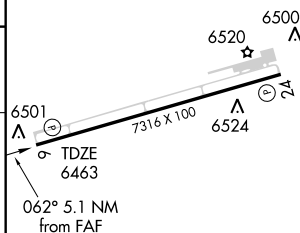
ALBUQUERQUE RADIO
122.1R

UNICOM
122.95 (CTAF) **L**

Remain
within 10 NM



ELEV 6469



REIL Rwy 24 **L**
MIRL Rwy 6-24

FAF to MAP 5.1 NM

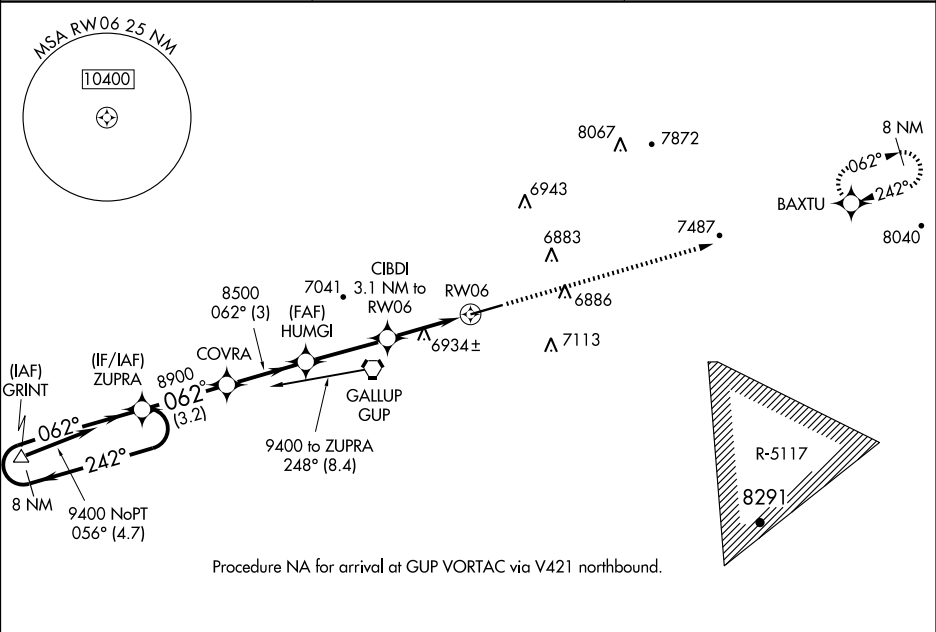
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

WAAS CH 82099 W06A	APP CRS 062°	Rwy Idg TDZE Apt Elev 7316 6465 6472
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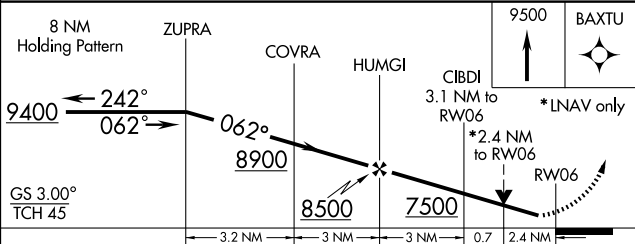
RNAV (GPS) RWY 6
GALLUP MUNI (GUP)

⚠ DME/DME RNP-0.3 NA. ⚠ VDP APN with Window Rock altimeter setting. If local altimeter setting not received, use Window Rock altimeter setting and increase all DAs/MDAs 80 feet.	MISSED APPROACH: Climb to 9500 direct BAXTU and hold.
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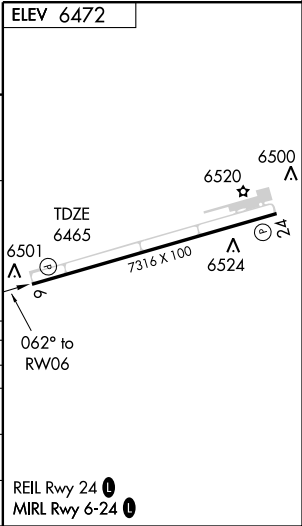
ASOS 118.375	ALBUQUERQUE RADIO 122.1R	UNICOM 122.95 (CTAF) 0
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Procedure NA for arrival at GUP VORTAC via V421 northbound.



CATEGORY	A	B	C	D
LPV DA	6759-1 294 (300-1)			
RNAV/ VNAV	NA			
RNAV MDA	7260-1 795 (800-1)	7260-1¼ 795 (800-1¼)	7260-2¼ 795 (800-2¼)	7260-2½ 795 (800-2½)
CIRCLING	7260-1 788 (800-1)	7260-1¼ 788 (800-1¼)	7260-2¼ 788 (800-2¼)	7360-3 888 (900-3)



▽

▲

DME/DME RNP-0.3 NA.

If local altimeter setting not received, procedure NA.

MISSED APPROACH:

Climbing right turn to 9500 direct BAXTU and hold.

ASOS

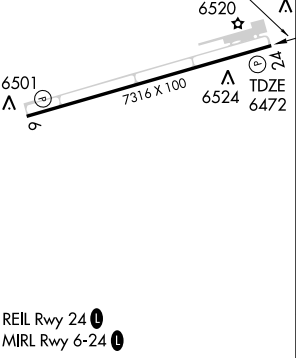
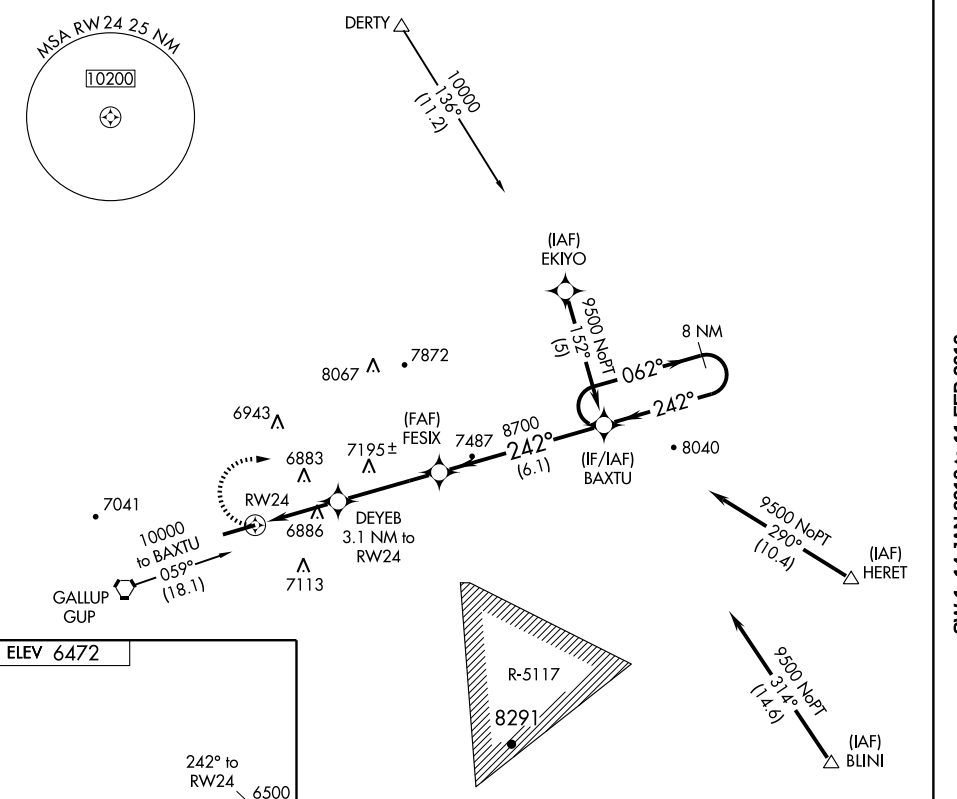
118.375

ALBUQUERQUE RADIO

122.1R

UNICOM

122.95 (CTAF) 



	9500 BAXTU		8 NM Holding Pattern	
	DEYEB 3.1 NM to RW24		FESIX	
	2 NM to RW24		3.00° TCH 45	
	RW24		7500	
	2 NM		3.8 NM	
	1.1 NM		6.1 NM	
CATEGORY	A	B	C	D
LNAV MDA	7140-1	668 (700-1)	7140-1 ^{3/4} 668 (700-1 ^{3/4})	7140-2 668 (700-2)
CIRCLING	7140-1	668 (700-1)	7140-1 ^{3/4} 668 (700-1 ^{3/4})	7360-3 888 (900-3)

REIL Rwy 24 

MIRL Rwy 6-24 

SW-1, 14 JAN 2010 to 11 FEB 2010

VORTAC GUP 115.1 Chan 98	APP CRS 047°	Rwy Idg 7316 TDZE 6465 Apt Elev 6472
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VOR RWY 6
GALLUP MUNI (GUP)

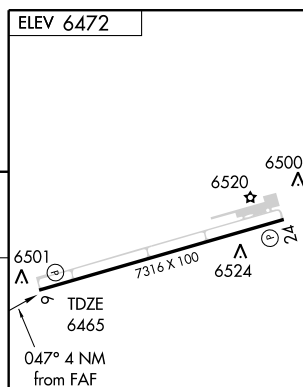
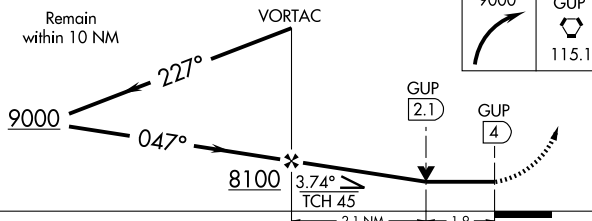
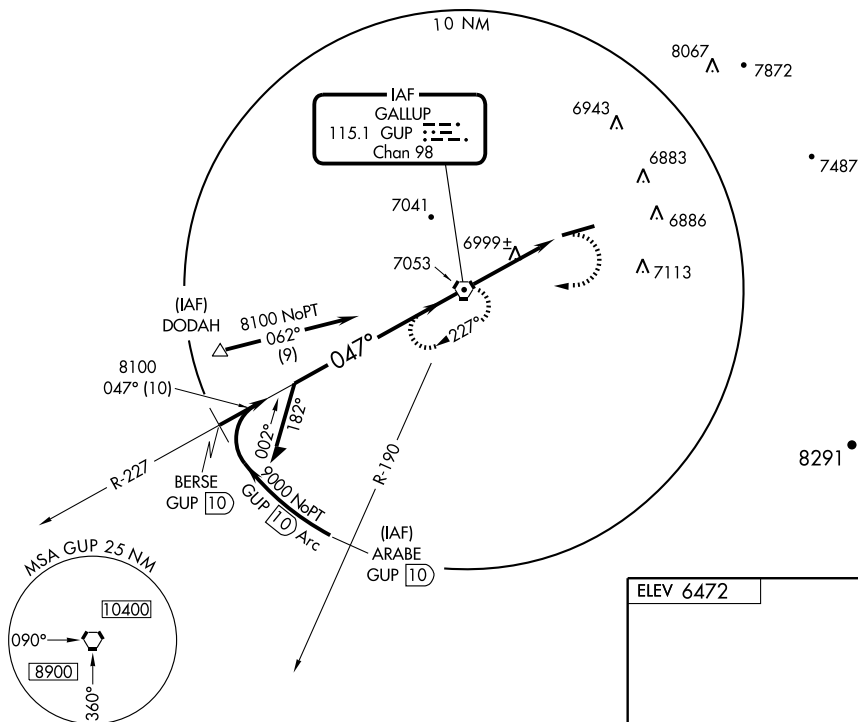


MISSED APPROACH: Climbing right turn to 9000 direct GUP VORTAC and hold.

ASOS
118.375

ALBUQUERQUE RADIO
122.1R

UNICOM
122.95 (CTAF) **L**



CATEGORY	A	B	C	D
S-6	7260-1 795 (800-1)	7260-1¼ 795 (800-1¼)	7260-2¼ 795 (800-2¼)	7260-2½ 795 (800-2½)
CIRCLING	7260-1 788 (800-1)	7260-1¼ 788 (800-1¼)	7260-2¼ 788 (800-2¼)	7360-3 888 (900-3)

REIL Rwy 24 L					
MIRL Rwy 6-24 L					
FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

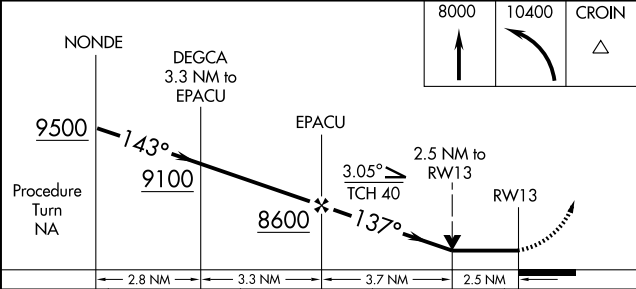
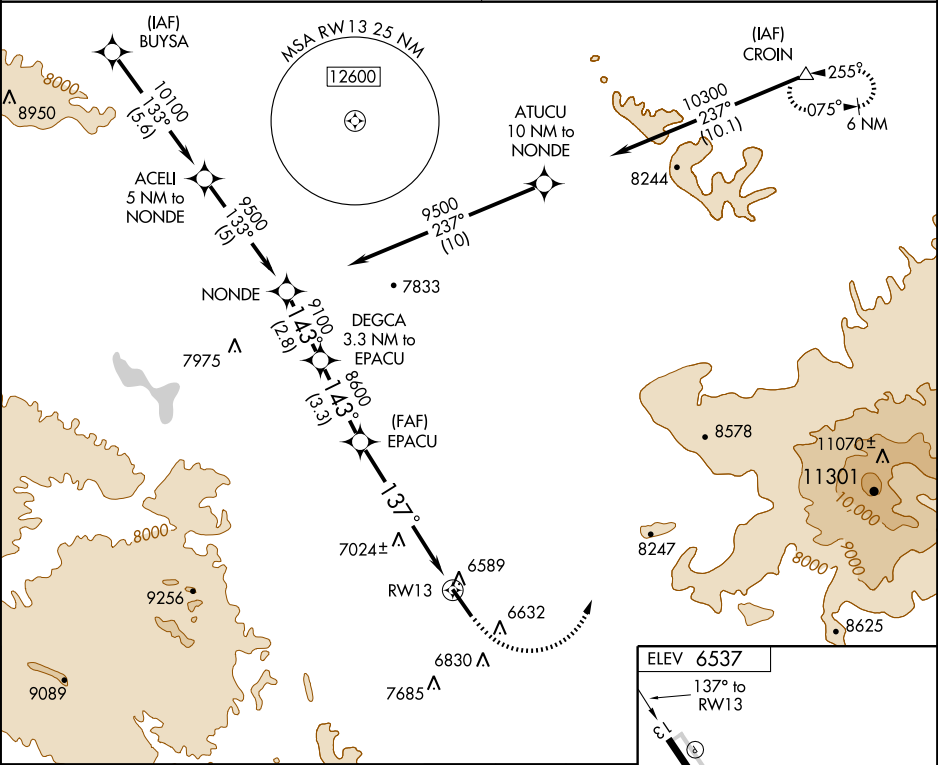
APP CRS	Rwy Idg	7172
137°	TDZE	6537
	Apt Elev	6537

RNAV (GPS) RWY 13

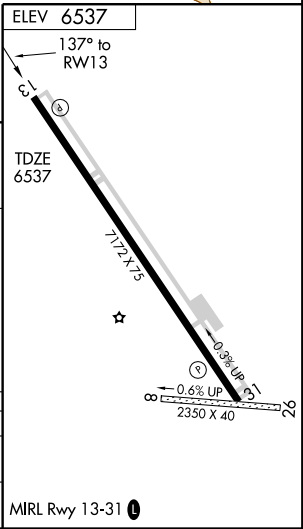
GRANTS-MILAN MUNI (GNT)

NA If local altimeter setting not received, procedure NA. GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. Circling NA east of Rwy 13-31. Procedure NA at night.	MISSED APPROACH: Climb to 8000, then climbing left turn to 10400 direct CROIN WP and hold.
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ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	7380-1 843 (900-1)	7380-1¼ 843 (900-1¼)	7380-2½ 843 (900-2½)	NA
CIRCLING	7380-1 843 (900-1)	7420-1¼ 883 (900-1¼)	7480-2¾ 943 (1000-2¾)	NA



GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

Circling not authorized east of Rwy 13-31.

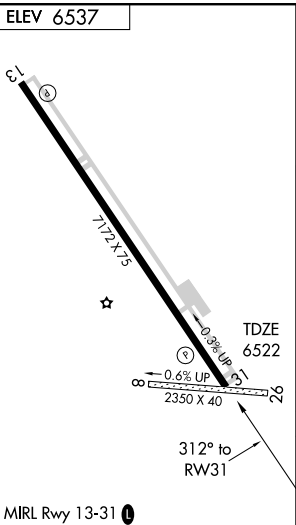
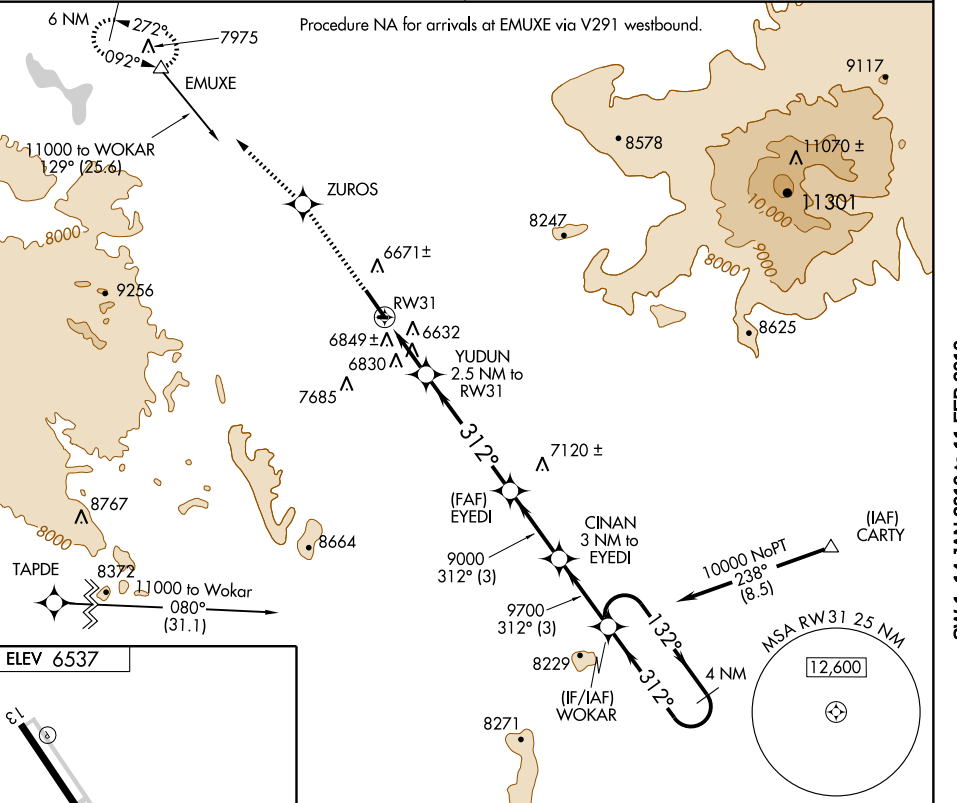
MISSED APPROACH: Climb to 11000 direct ZUROS WP and left turn via 302° track to EMUXE WP and hold.

ALBUQUERQUE CENTER

124.325 288.25

UNICOM

122.8 (CTAF)



	11000	ZUROS	EMUXE						
	↑	✱	△	302°					
		1.7 NM to RW31	YUDUN 2.5 NM to RW31	EYEDI	CINAN 3 NM to EYEDI	WOKAR	4 NM Holding Pattern		
		RW31	7360	9000	9700	10000			
		1.7	0.8	5.1 NM	3 NM	3 NM			
CATEGORY		A		B		C		D	
LNAV MDA		7100-1	578 (600-1)			7100-1½ 578 (600-1½)		NA	
CIRCLING		7160-1	623 (700-1)			7160-1¾ 623 (700-1¾)		NA	

SW-1, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

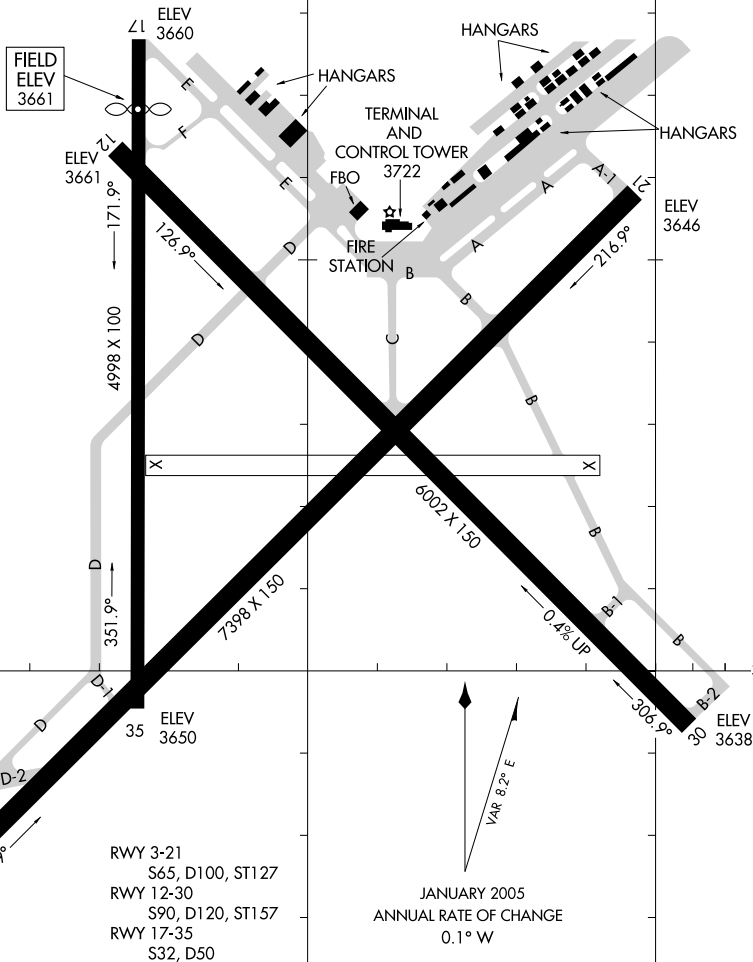
AL-851 (FAA)

HOBBS/LEA COUNTY RGNL (HOB)
HOBBS, NEW MEXICO

ATIS
119.75
HOBBS TOWER★
120.65 317.4
GND CON
121.9

D

32°42'N



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

103° 13.5' W

103° 13.0' W

103° 12.5' W

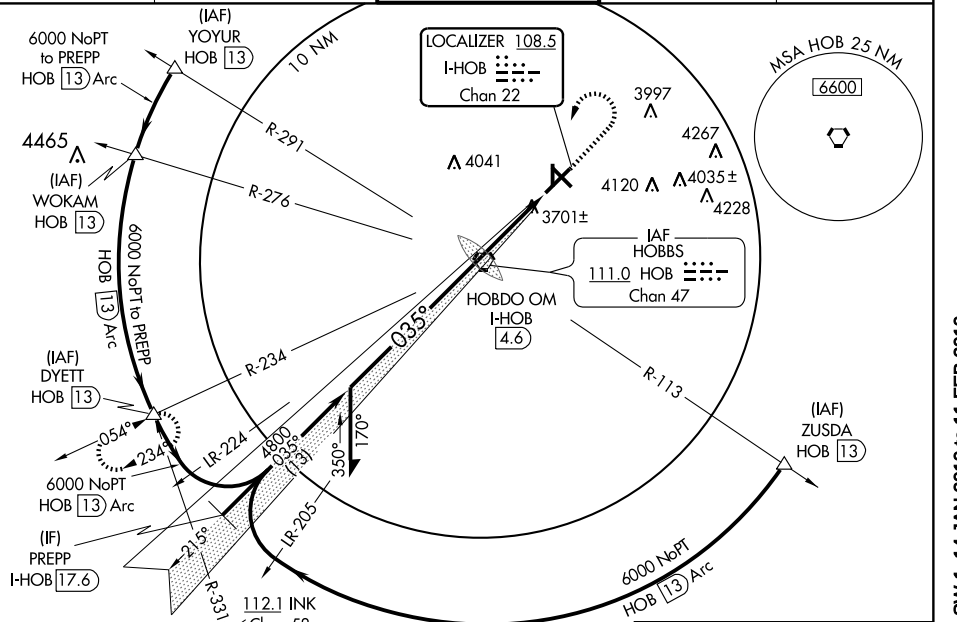
SW-1, 14 JAN 2010 to 11 FEB 2010

⚠ When control tower closed, except for operators with approved weather reporting service, use Carlsbad altimeter setting. VDP NA when using Carlsbad altimeter setting. For inoperative MALSR, increase Carlsbad altimeter setting S-ILS all Cats visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct HOBBS VORTAC then via HOB VORTAC R-234 to DYETT INT/HOB 13 DME and hold.

ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBS TOWER ★ 120.65 (CTAF) 0 317.4	GND CON 121.9	UNICOM 122.95
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Remain within 10 NM

5300

215°

035°

GS 3.00° TCH 48

4800

4756

VORTAC

HOBDO OM I-HOB 4.6

5000

6000

HOB 111.0

HOB R-234

DYETT

Use I-HOB DME when on the localizer course.

I-HOB 2.3

I-HOB 1.3

2.3 NM

1 NM

CATEGORY	A	B	C	D
S-ILS 3	3852-½ 200 (200-½)			
S-LOC 3	4020-½ 368 (400-½)			
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4140-1½ 479 (500-1½)	4020-¾ 368 (400-¾)
CARLSBAD ALTIMETER SETTING MINIMUMS				
S-ILS 3	4133-1¼ 481 (500-1¼)			
S-LOC 3	4300-½ 648 (700-½)		4300-1¼ 648 (700-1¼)	4300-1½ 648 (700-1½)
CIRCLING	4400-1¾ 739 (800-1¾)	4420-1¾ 759 (800-1¾)	4420-2¼ 759 (800-2¼)	4440-2½ 779 (800-2½)

ELEV 3661 D

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-HOB 108.5 Chan 22	APP CRS 215°	Rwy Idg 7398 TDZE 3649 Apt Elev 3661
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LOC/DME BC RWY 21

HOBBS/LEA COUNTY RGNL (HOB)

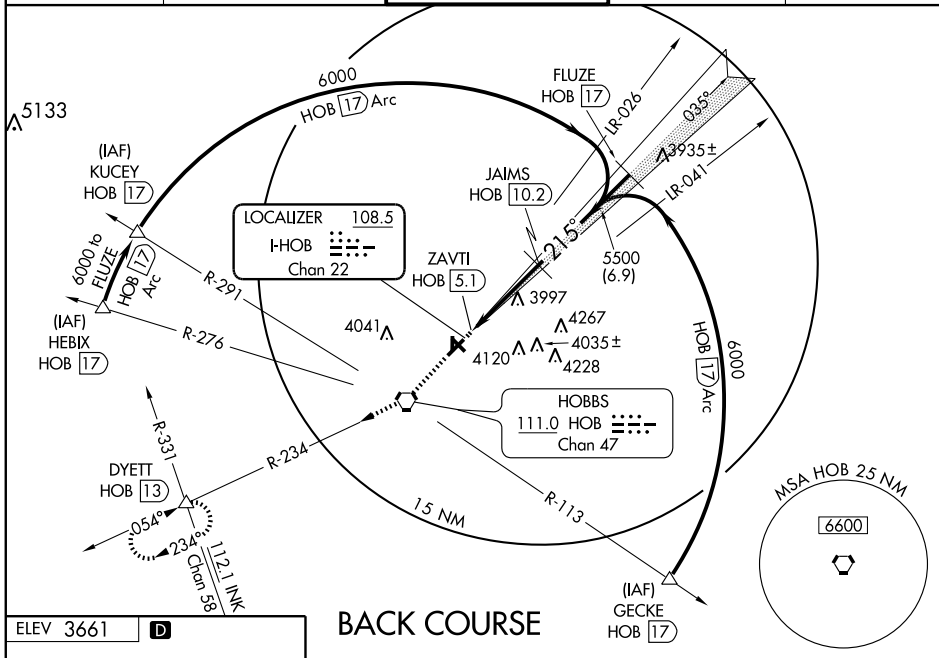
- ▼** When control tower closed, except for operators with approved weather reporting service, use Cavern City Air Terminal altimeter setting.
- ▲** Inoperative table does not apply.
- DME from HOB VORTAC. Simultaneous reception of I-HOB and HOB DME required.

ODALS



MISSED APPROACH: Climb to 6000 direct
HOB VORTAC then via HOB R-234 to
DYETT INT/13 DME and hold.

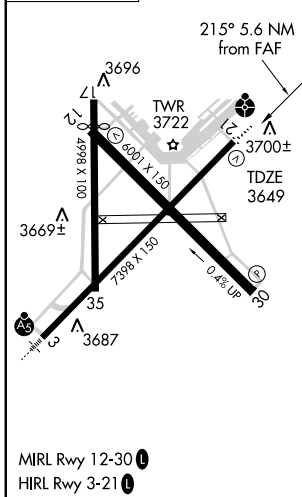
ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBS TOWER ★ 120.65 (CTAF) 0 317.4	GND CON 121.9	UNICOM 122.95
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SW-1: 14 JAN 2010 to 11 FEB 2010

ELEV 3661	D
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BACK COURSE



6000
↑
HOB
111.0
HOB
R-234
DYETT
△
JAIMS
HOB
10.2
FLUZE
HOB
17
6000
Disregard glide slope indications
ZAVTI
HOB
5.1
3.02°
TCH 44
5500
215°
Procedure
Turn
NA
0.6
5 NM
6.9 NM

CATEGORY	A	B	C	D
S-21	4080-1	431 (500-1)	4080-1½ 431 (500-1½)	4080-1½ 431 (500-1½)
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4140-1½ 479 (500-1½)	4220-2 559 (600-2)

CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS

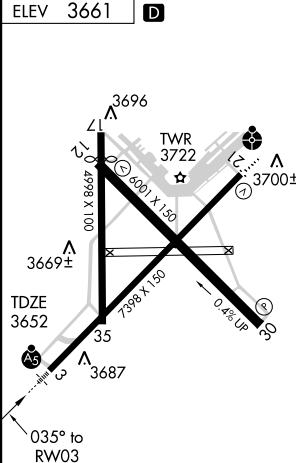
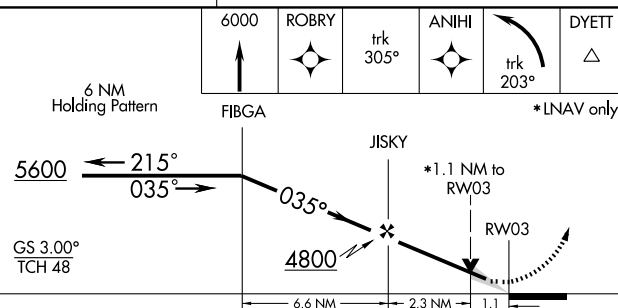
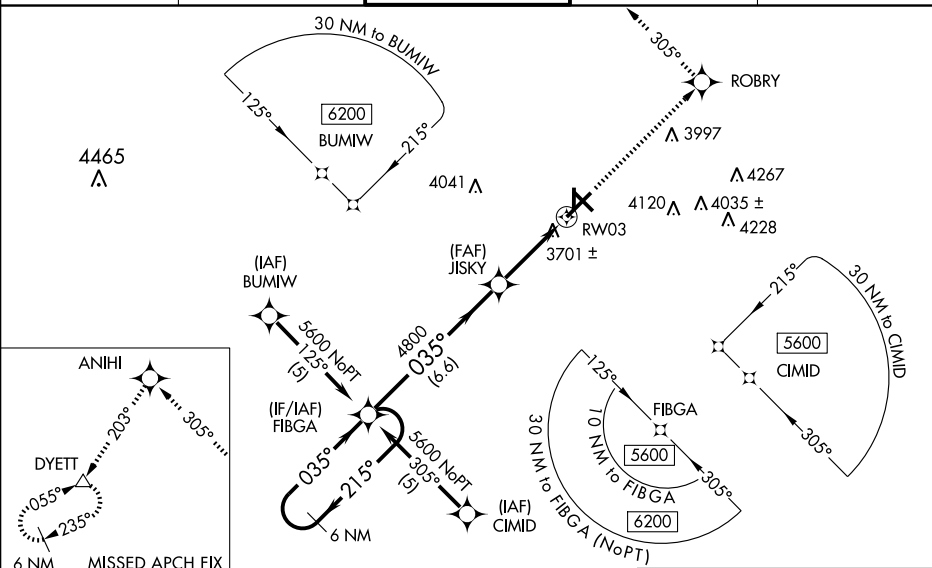
S-21	4360-1	711 (700-1)	4360-2 711 (700-2)	4360-2 ¼ 711 (700-2 ¼)
CIRCLING	4400-1 739 (800-1)	4420-1½ 759 (800-1½)	4420-2½ 759 (800-2½)	4440-2½ 779 (800-2½)

RNAV (GPS) RWY 3

HOBBS/LEA COUNTY RGNL (HOB)

MALSR

MISSED APPROACH: Climb to 6000 direct ROBRY and via track 305° to ANIHI and left turn via track 203° to DYETT and hold.

UNICOM
122.95

CATEGORY	A	B	C	D
LPV DA	3852-½ 200 (200-½)			
LNAV/ VNAV DA	4107-1 455 (500-1)			
LNAV MDA	4040-½ 388 (400-½)			4040-1 388 (400-1)
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)		4220-2 559 (600-2)

MIRL Rwy 12-30 **L**
HIRL Rwy 3-21 **L**

▼

DME/DME RNP-0.3 NA.

▲

Inoperative table does not apply to ODALS Rwy 21.

▲

When control tower closed, except for operators with approved weather reporting service, use Cavern City Air Terminal altimeter setting.

ODALS

MISSED APPROACH: Climb to 5600 direct FIBGA and hold.

ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBS TOWER ★ 120.65 (CTAF) 317.4	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
RNAV MDA	4080-1	431 (500-1)	4080-1½ 431 (500-1½)	4080-1½ 431 (500-1½)
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4140-1½ 479 (500-1½)	4220-2 559 (600-2)
CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS				
RNAV MDA	4360-1	711 (700-1)	4360-2	4360-2½ 711 (700-2½)
CIRCLING	4400-1 739 (800-1)	4420-1½ 759 (800-1½)	4420-2½ 759 (800-2½)	4440-2½ 779 (800-2½)

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6001
305°	TDZE	3649
	Apt Elev	3661

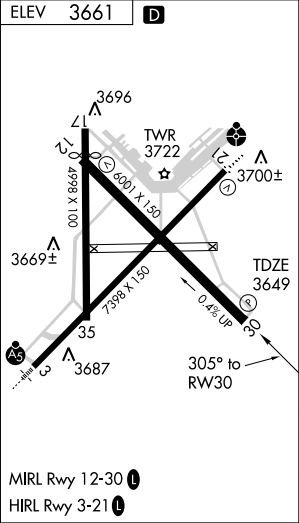
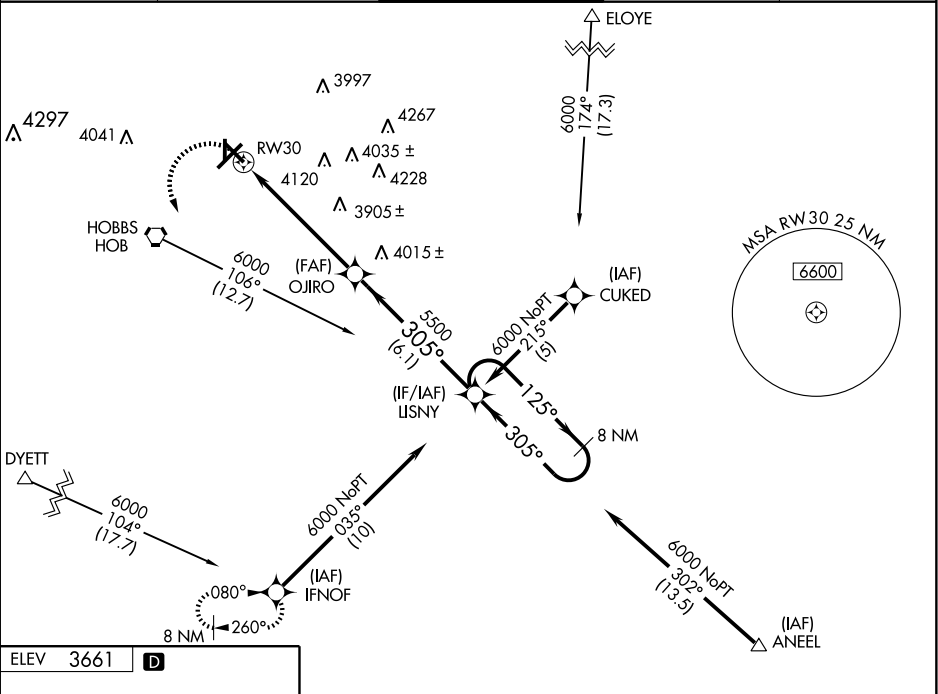
RNAV (GPS) RWY 30

HOBBBS/ LEA COUNTY RGNL (HOB)

DME/DME RNP-0.3 NA.
When control tower closed, except for operators with approved weather reporting service, use Cavern City Air Terminal altimeter setting.
VDP NA with Cavern City Air Terminal altimeter setting.

MISSED APPROACH: Climbing left turn to 6000 direct IFNOF and hold.

ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBBS TOWER ★ 120.65 (CTAF) 317.4	GND CON 121.9	UNICOM 122.95
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6000		IFNOF		LISNY		8 NM Holding Pattern			
		RW30		OJIRO		5500			
1.3 NM to RW30		1.3		4.3 NM		6.1 NM			
3.05°		TCH 40		305°		125°			
6000		6000		6000		6000			
CATEGORY		A		B		C		D	
LNAV MDA		4100-1		451 (500-1)		4100-1¼ 451 (500-1¼)		4100-1½ 451 (500-1½)	
CIRCLING		4120-1 459 (500-1)		4140-1 479 (500-1)		4140-1½ 479 (500-1½)		4220-2 559 (600-2)	
CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS									
LNAV MDA		4380-1		731 (800-1)		4380-2 731 (800-2)		4380-2¼ 731 (800-2¼)	
CIRCLING		4400-1 739 (800-1)		4420-1¼ 759 (800-1¼)		4420-2¼ 759 (800-2¼)		4440-2½ 779 (800-2½)	

VORTAC HOB	APP CRS	Rwy Idg	7398
111.0	212°	TDZE	3649
Chan 47		Apt Elev	3661

VOR/DME or TACAN RWY 21

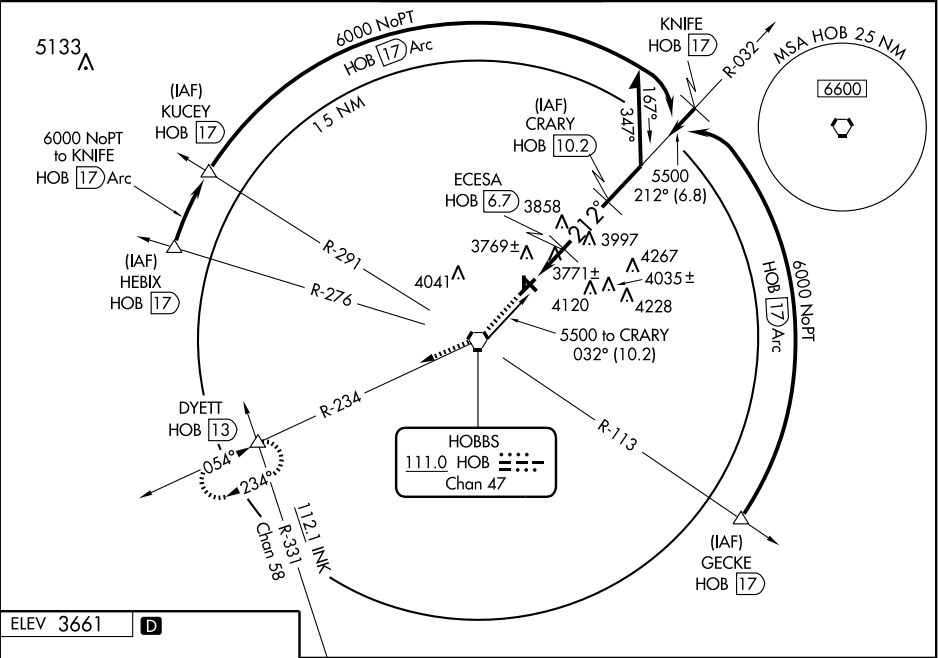
HOBBES/LEA COUNTY RGNL (HOB)

⚠ When control tower closed, except for operators with approved weather reporting service, use Cavern City Air Terminal altimeter setting. Inoperative table does not apply. Straight-in minimums NA when using Cavern City Air Terminal altimeter setting.

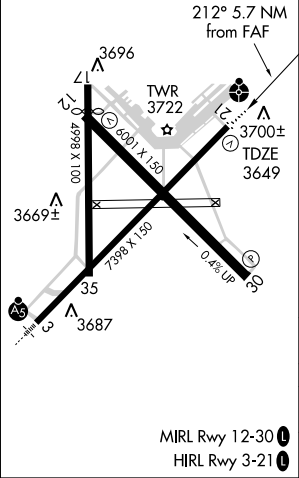
ODALS

MISSED APPROACH: Climb to 6000 direct HOB VORTAC then via HOB R-234 to DYETT INT/13 DME and hold.

ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBES TOWER ★ 120.65 (CTAF) 317.4	GND CON 121.9	UNICOM 122.95
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ELEV 3661 **D**



6000	HOB 111.0	HOB R-234	DYETT	CRARY HOB 10.2	Remain within 10 NM
	HOB 4.5	ECESA HOB 6.7			
	2.2 NM	3.5 NM			
CATEGORY	A	B	C	D	
S-21	4080-1	431 (500-1)	4080-1¼ 431 (500-1¼)	4080-1½ 431 (500-1½)	
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4140-1½ 479 (500-1½)	4220-2 559 (600-2)	
CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS					
S-21	NA				
CIRCLING	4400-1 739 (800-1)	4420-1¼ 759 (800-1¼)	4420-2¼ 759 (800-2¼)	4440-2½ 779 (800-2½)	

VORTAC HOB <u>111.0</u> Chan 47	APP CRS 031°	Rwy Idg 7398 TDZE 3652 Apt Elev 3661
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VOR or TACAN RWY 3

HOBBS/ LEA COUNTY RGNL (HOB)

T When control tower closed, except for operators with approved weather reporting service, use Cavern City Air Terminal altimeter setting.

For inoperative MALSR increase Cat D S-3 visibility to 1¼ miles.
VDP NA when using Cavern City Air Terminal altimeter setting.

MALSP



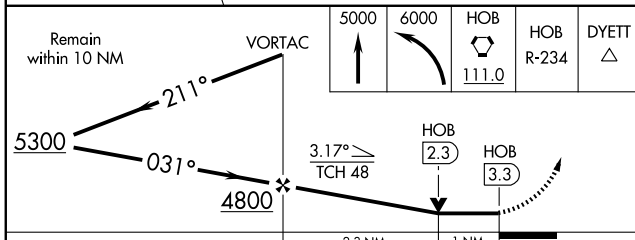
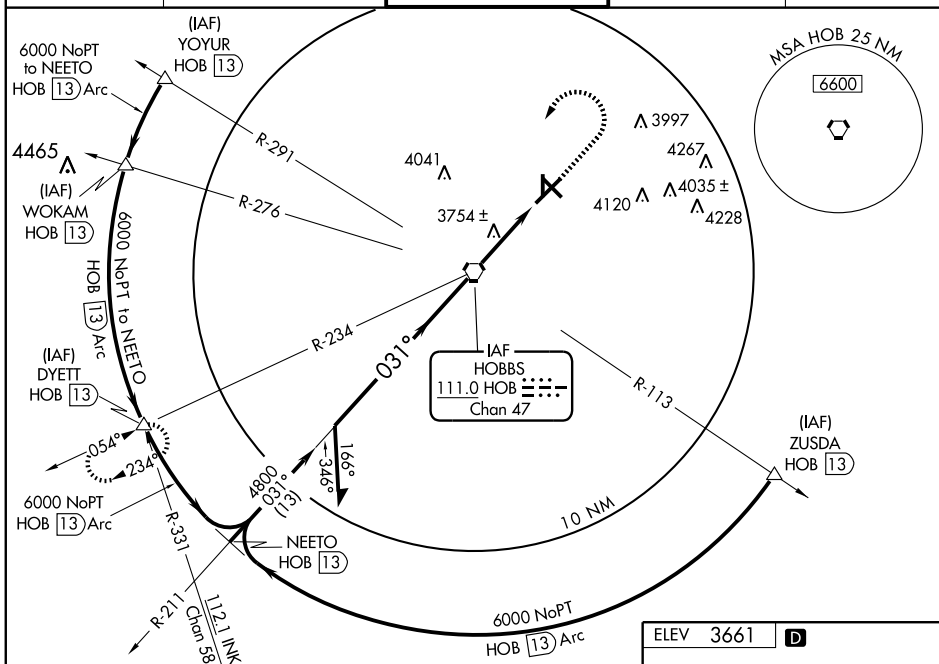
MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct HOB VORTAC, then via HOB R-234 to DYETT INT/13 DME and hold.

ATIS
119.75

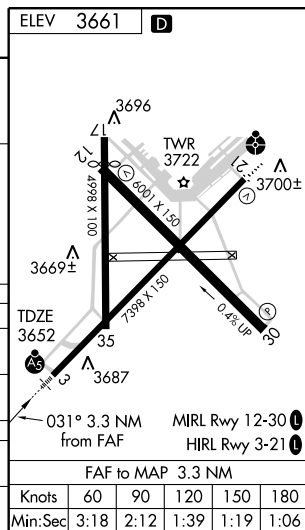
FORT WORTH CENTER
133.1 298.95

HOBBS TOWER ★
120.65 (CTAF) **L** 317.4

GND CON
121.9

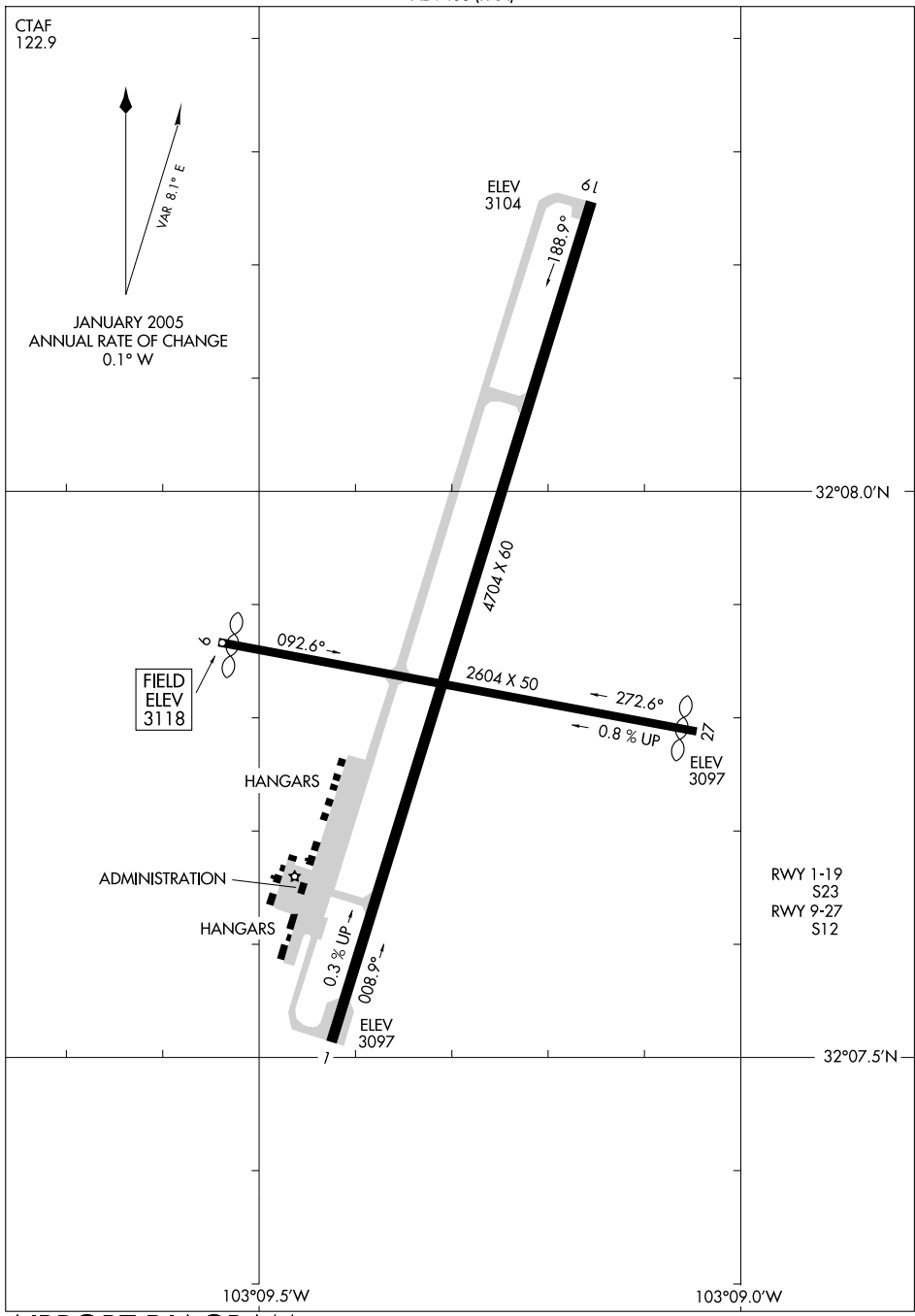
UNICOM
122.95

CATEGORY	A	B	C	D
S-3	4020-½ 368 (400-½)			4020-1 368 (400-1)
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4140-1½ 479 (500-1½)	4220-2 559 (600-2)
CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS				
S-3	4300-½ 648 (700-½)		4300-1¼ 648 (700-1¼)	4300-1½ 648 (700-1½)
CIRCLING	4400-1 739 (800-1)	4420-1¼ 759 (800-1¼)	4420-2¼ 759 (800-2¼)	4440-2½ 779 (800-2½)



AIRPORT DIAGRAM

AL-9408 (FAA)

JAL/LEA COUNTY (E26)
JAL, NEW MEXICO

SW-1, 14 JAN 2010 to 11 FEB 2010

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S-LOC: DME required.
If local altimeter setting not received, procedure NA.
For inoperative MALS, increase S-LOC Cat. D
visibility to 1.

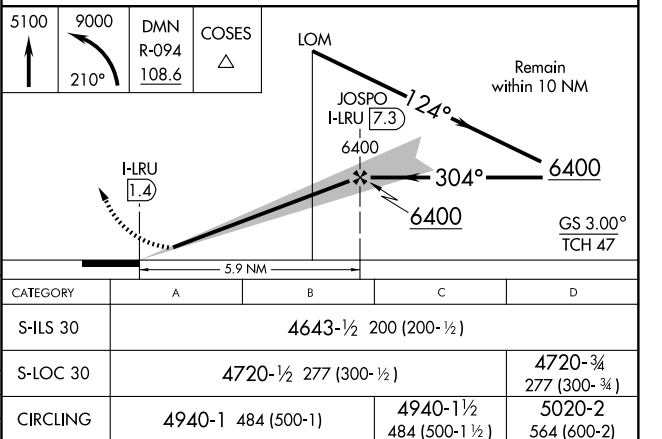
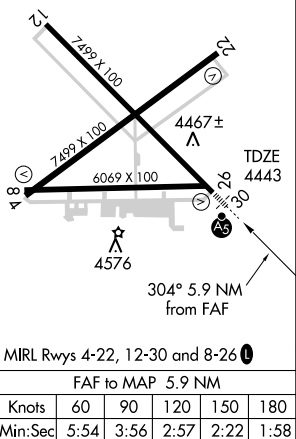
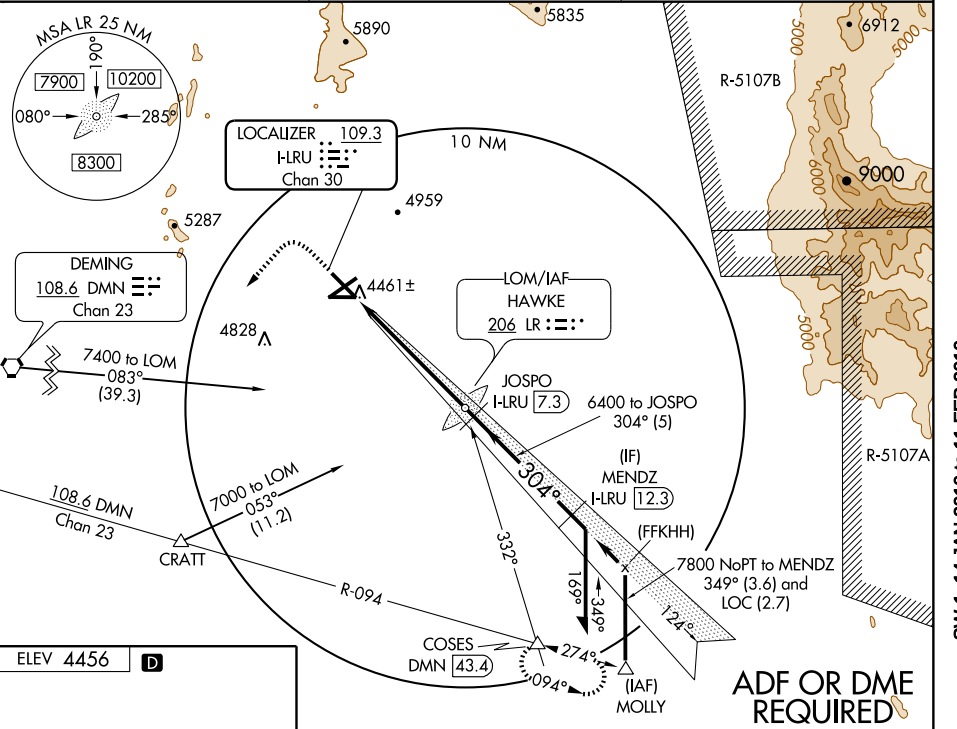
MALS

▲

AS

MISSED APPROACH: Climb to 5100 then climbing left turn to 9000 via 210° heading and DMN VORTAC R-094 to COSES INT and hold.

AWOS-3 119.025	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.7 (CTAF) 0
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SW-1. 14 JAN 2010 to 11 FEB 2010

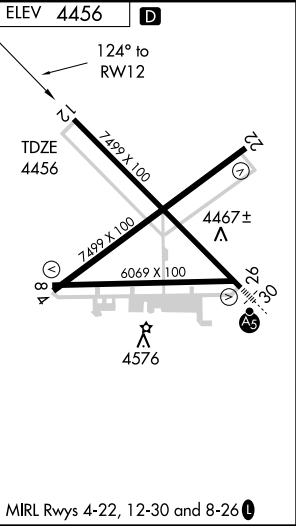
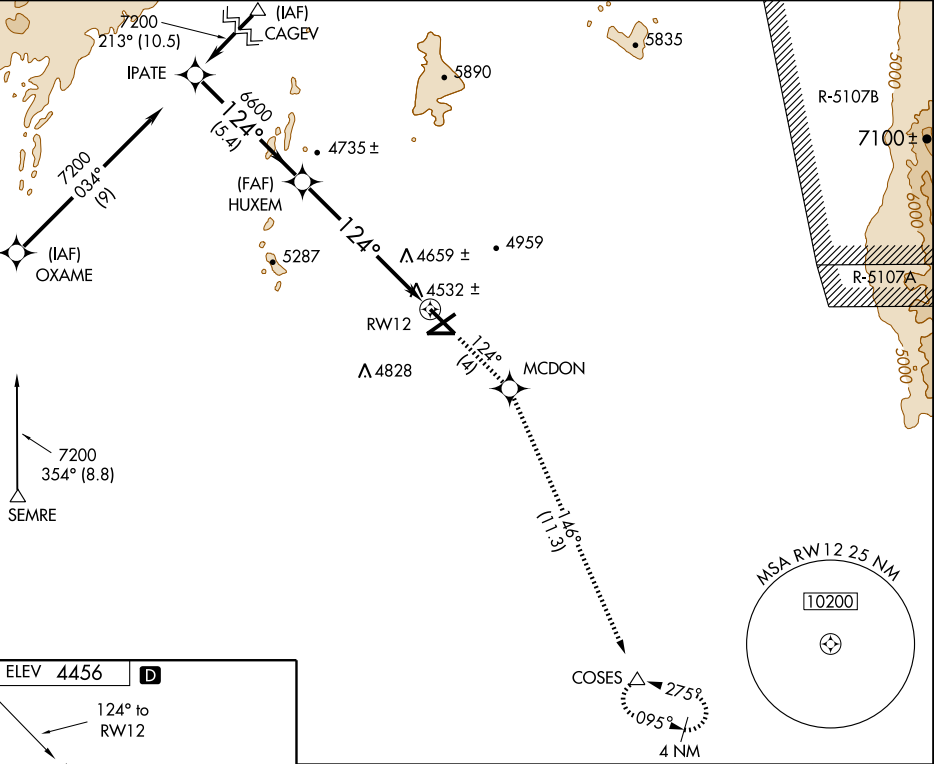
RNAV (GPS) RWY 12
LAS CRUCES INTL (LRU)

APP CRS 124°	Rwy Idg TDZE Apt Elev	7499 4456 4456
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Baro-VNAV NA below -15°C (5°F).
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 9000 via 124° course to MCDON WP, and 146° track to COSES WP and hold.

AWOS-3 119.025	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.7 (CTAF)
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Procedure Turn NA	IPATE	HUXEM	9000	MCDON	146° track	COSES
GS 3.00° TCH 55	7200	6600	124°	* 1.4 NM to RWY12	* INAV only	
	5.4 NM	5 NM	1.4 NM			
CATEGORY	A	B	C	D		
GLS PA DA						
LNNAV/VNAV DA						
LNNAV MDA	4940-1	484 (500-1)	4940-1¼	4940-1½		
CIRCLING	4940-1¼	484 (500-1¼)	4940-1½	5020-2		

APP CRS	Rwy Idg	7499
304°	TDZE	4443
	Apt Elev	4456

RNAV (GPS) RWY 30

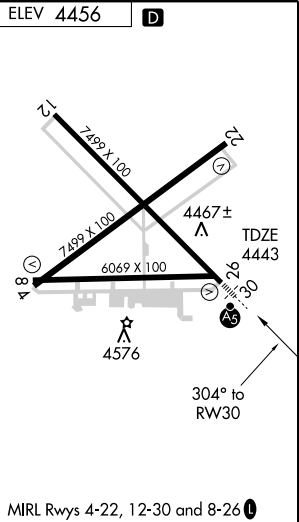
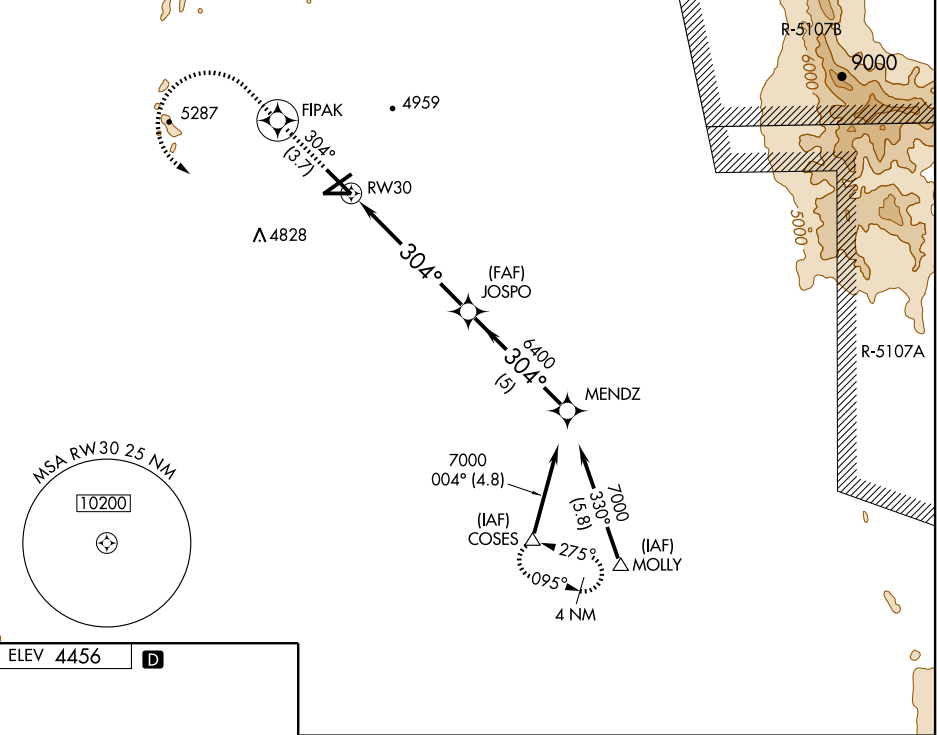
LAS CRUCES INTL (LRU)

Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALSR increase LNAV Cat D visibility to 1¼.
If local altimeter setting not received, procedure NA.

MALSR

MISSED APPROACH: Climb to 5100 via 304° course to FIPAK WP then climbing left turn to 9000 direct COSES WP and hold.

AWOS-3 119.025	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.7 (CTAF) 0
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5100	FIPAK	9000	COSES	MENDZ
304°				
* LNAV only				
* 1.1 NM to RW30				
RW30				
JOSP0				
MENDZ				
7000				
Procedure Turn NA				
GS 3.00° TCH 47				
1.1 NM 4.8 NM 5 NM				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	4780-¾ 337 (400-¾)			
LNAV MDA	4840-½ 397 (400-½)			4840-1 397 (400-1)
CIRCLING	4940-1¼ 484 (500-1¼)		4940-1½ 484 (500-1½)	5020-2 564 (600-2)

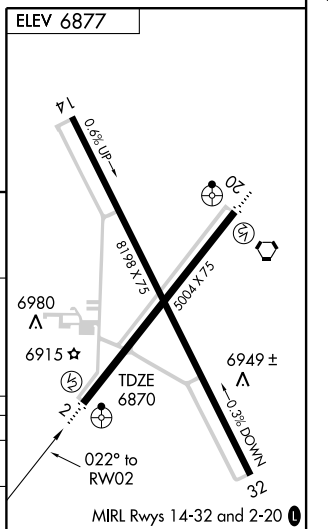
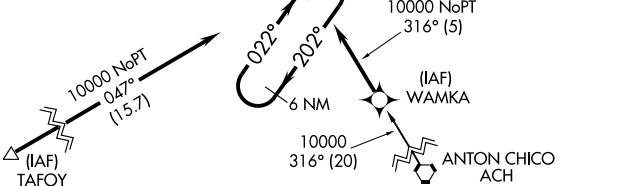
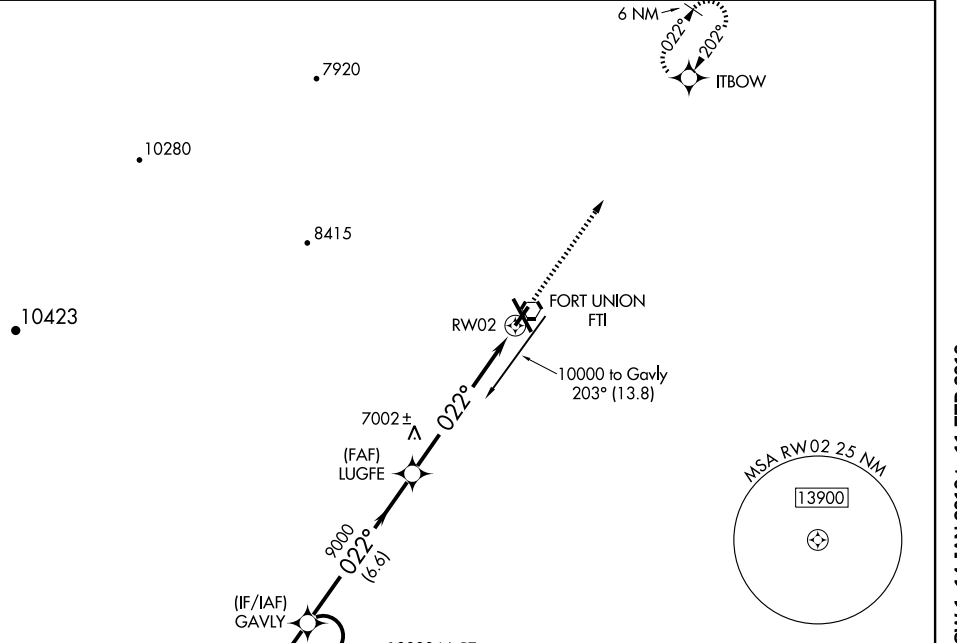
APP CRS	Rwy Idg	5004
022°	TDZE	6870
	Apt Elev	6877

DME/DME RNP-0.3 NA.
Inoperative table does not apply to Cat C.
If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.

ODALS
⬆
⬆
⬆

MISSED APPROACH: Climb to 10000 direct ITBOW and hold.

ASOS 118.525	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0
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6 NM Holding Pattern				
GAVLY				
10000 ← 202° / 022° →				
VDP NA when using Santa Fe Muni Altimeter Setting.				
LUGFE 1.2 NM to RW02 3.06° TCH 40 RW02				
6.6 NM 5.3 NM 1.2				
CATEGORY	A	B	C	D
RNAV MDA	7280-3/4	410 (500-3/4)	7280-1/4	NA
			410 (500-1/4)	
CIRCLING	7400-1	7420-1	7420-1 1/2	NA
	523 (600-1)	543 (600-1)	543 (600-1 1/2)	

SW-1. 14 JAN 2010 to 11 FEB 2010

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DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Santa Fe Muni
altimeter setting and increase all MDAs 200 feet.
Straight-in minimums NA when using Santa Fe Muni altimeter setting.

ODALS

MISSED APPROACH: Climb to 10000 direct
GAVLY and hold.

ASOS 118.525	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX
GAVLY

10000 GAVLY

VGSI and descent angles not coincident.

ITBOW 6 NM Holding Pattern

SOPKE 1.6 NM to RW20

OVAZO

202°

022°

10000

7400*

7420-1

523 (600-1)

543 (600-1)

543 (600-1½)

*7600 when using Santa Fe Muni altimeter setting.

CATEGORY	A	B	C	D
RNAV MDA	7260-¾ 393 (400-¾)			NA
CIRCLING	7400-1 523 (600-1)	7420-1 543 (600-1)	7420-1½ 543 (600-1½)	NA

ELEV 6877

SW-1. 14 JAN 2010 to 11 FEB 2010

VORTAC FTI	APP CRS	Rwy Idg	5004
117.3	027°	TDZE	6870
Chan 120		Apt Elev	6877

▼

Inoperative table does not apply.

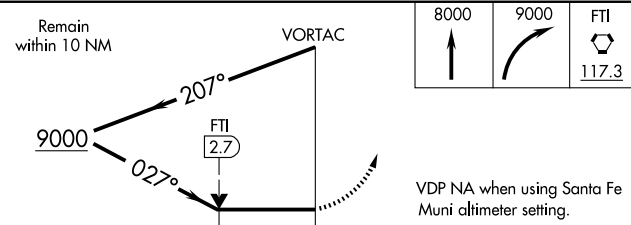
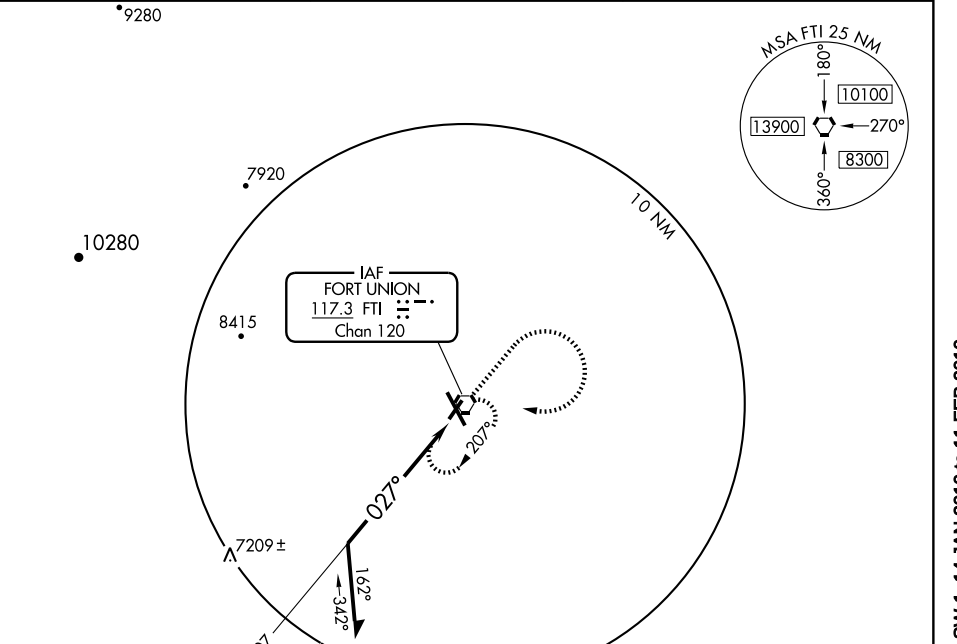
▲

If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.

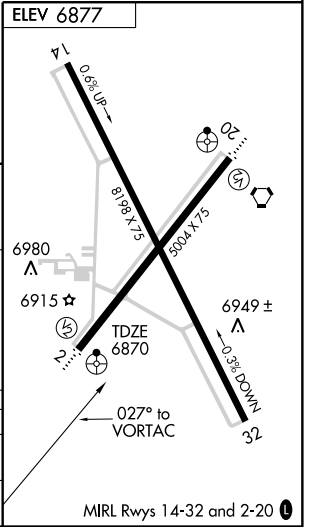
ODALS

MISSED APPROACH: Climb to 8000 then climbing right turn to 9000 direct FTI VORTAC and hold.

ASOS 118.525	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-2	7520-1	650 (700-1)	7520-1¾ 650 (700-1¾)	NA
CIRCLING	7520-1	643 (700-1)	7520-1¾ 643 (700-1¾)	NA



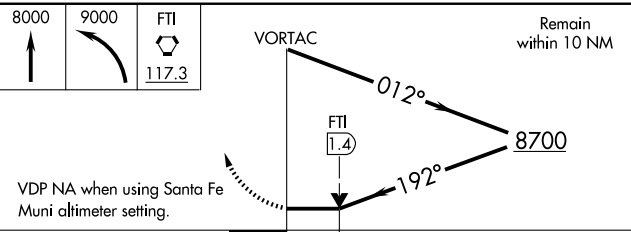
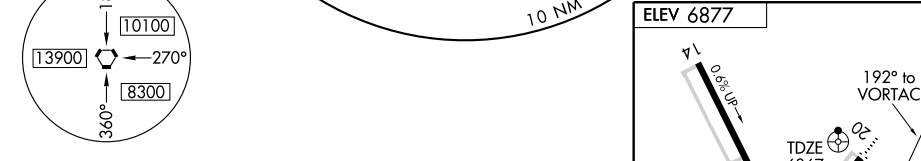
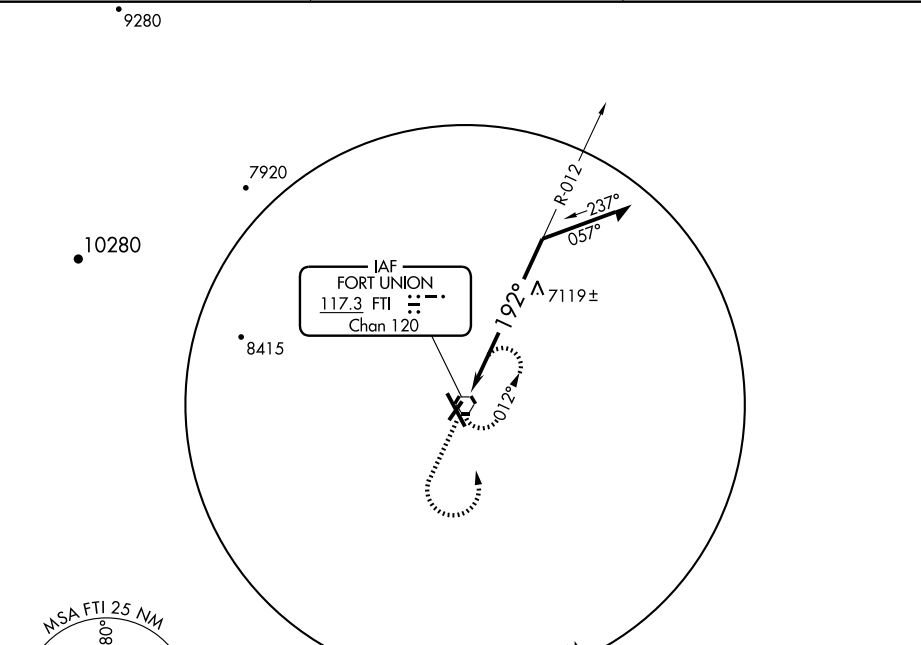
VORTAC FTI	APP CRS	Rwy Idg	5004
117.3	192°	TDZE	6867
Chan 120		Apt Elev	6877

- Inoperative table does not apply.

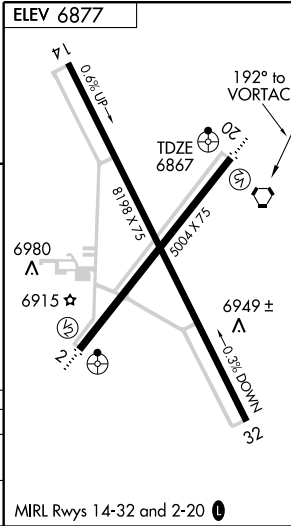
If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.
- ODALS

MISSED APPROACH: Climb to 8000 then climbing left turn to 9000 direct FTI VORTAC and hold.

ASOS 118.525	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-20	7420-1	553 (600-1)	7420-1½ 553 (600-1½)	NA
CIRCLING	7420-1	543 (600-1)	7420-1½ 543 (600-1½)	NA

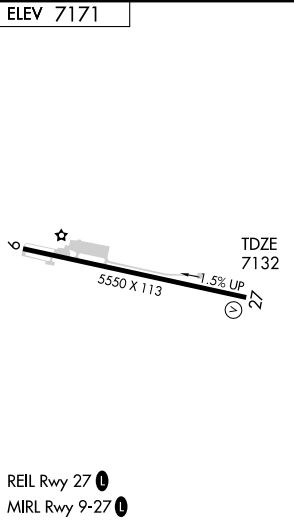
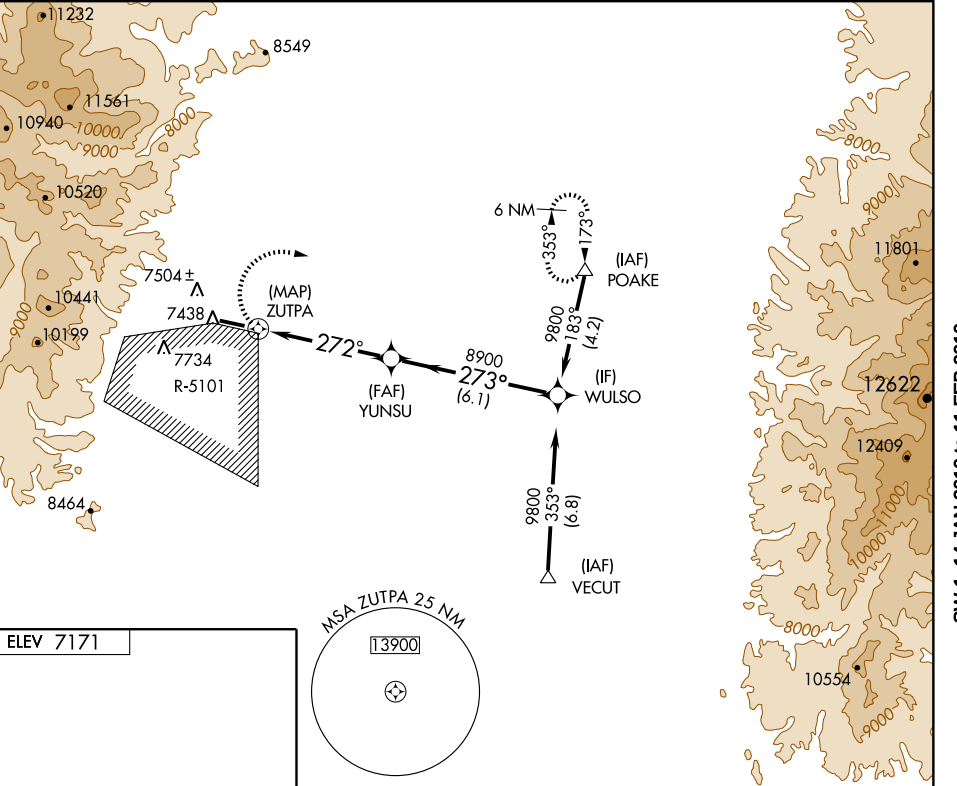


NA

DME/DME RNP- 0.3 NA.
 If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 11000 direct POAKE and hold.

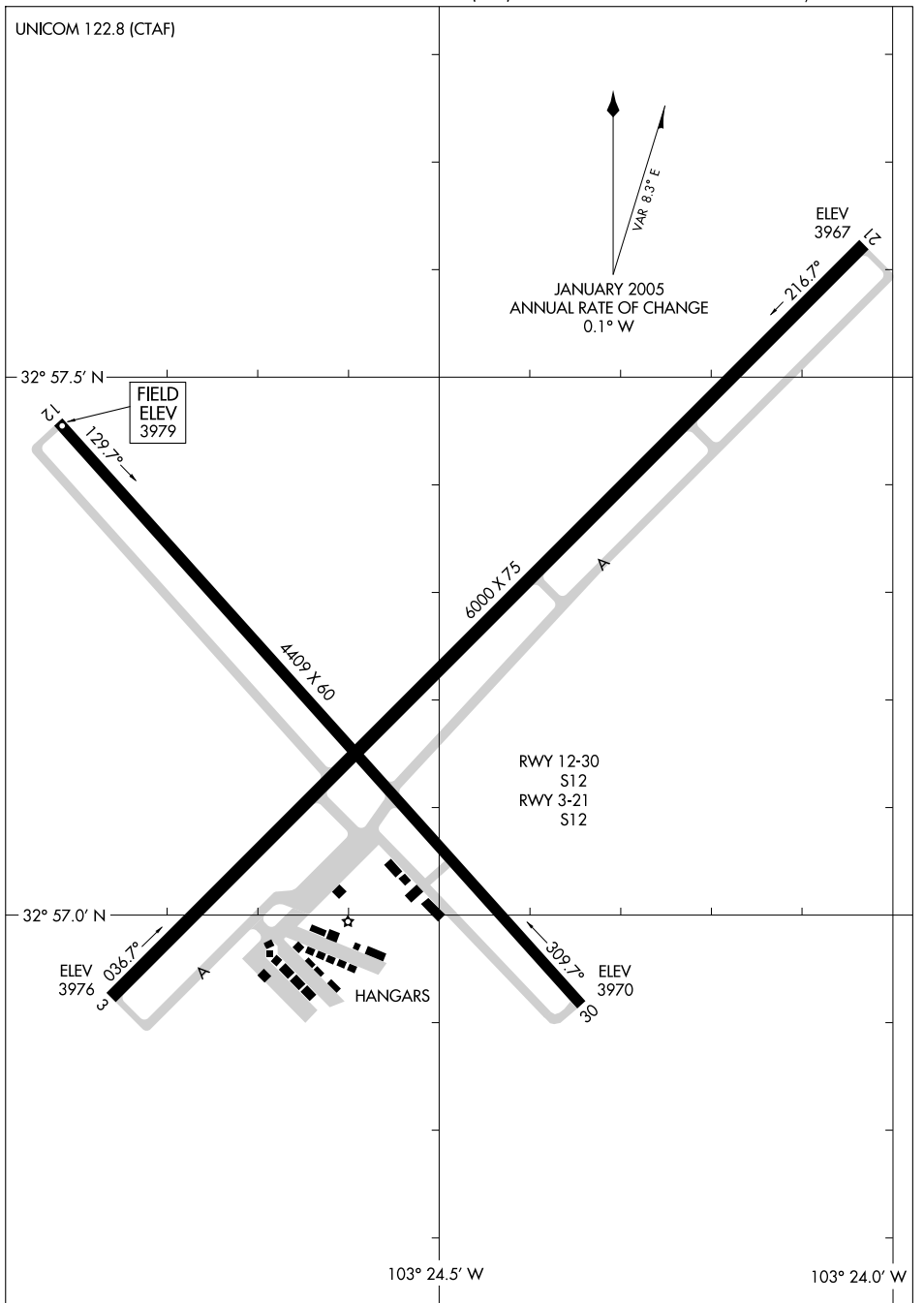
AWOS-3 124.175	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 123.0 (CTAF)
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11000 POAKE △		VGSI and descent angles not coincident		WULSO	
1.2 NM to ZUTPA 3.01° TCH 50° 272° 273° 9800 Procedure Turn NA		0.5 1.2 NM 3.7 NM 6.1 NM			
CATEGORY	A	B	C	D	
LNNAV MDA	7680-1	548 (600-1)	7680-1½ 548 (600-1½)	NA	
CIRCLING	NA				

AIRPORT DIAGRAM

LOVINGTON/LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)
AL-6951 (FAA) LOVINGTON, NEW MEXICO



APP CRS
035°

Rwy Idg
TDZE
6000
3976
Apt Elev
3979

LOVINGTON/ LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)

RNAV (GPS) RWY 3

▼

NA

DME/DME RNP- 0.3 NA.
Use Hobbs alimeter setting, when not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct ARHIF and hold.

FORT WORTH CENTER
133.1 298.95

UNICOM
122.8 (CTAF) 0

ELEV 3979

MRL Rwy 3-21 and 12-30 0

6 NM Holding Pattern

PICTA

FEGEX

6000

ARHIF

6000

215°

035°

035°

3.05° TCH 42

5700

6.1 NM

5.2 NM

RW03

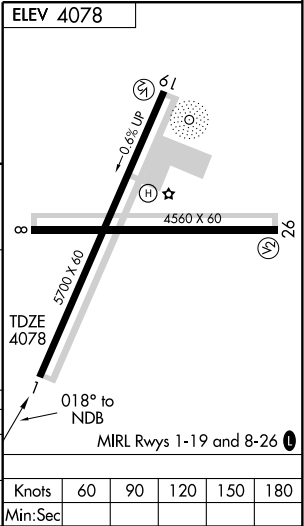
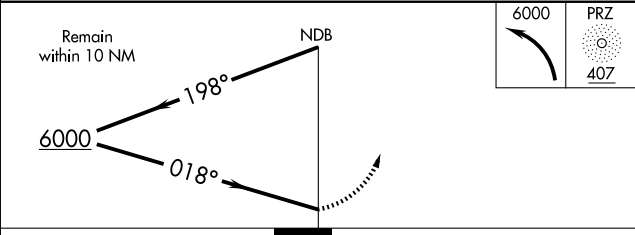
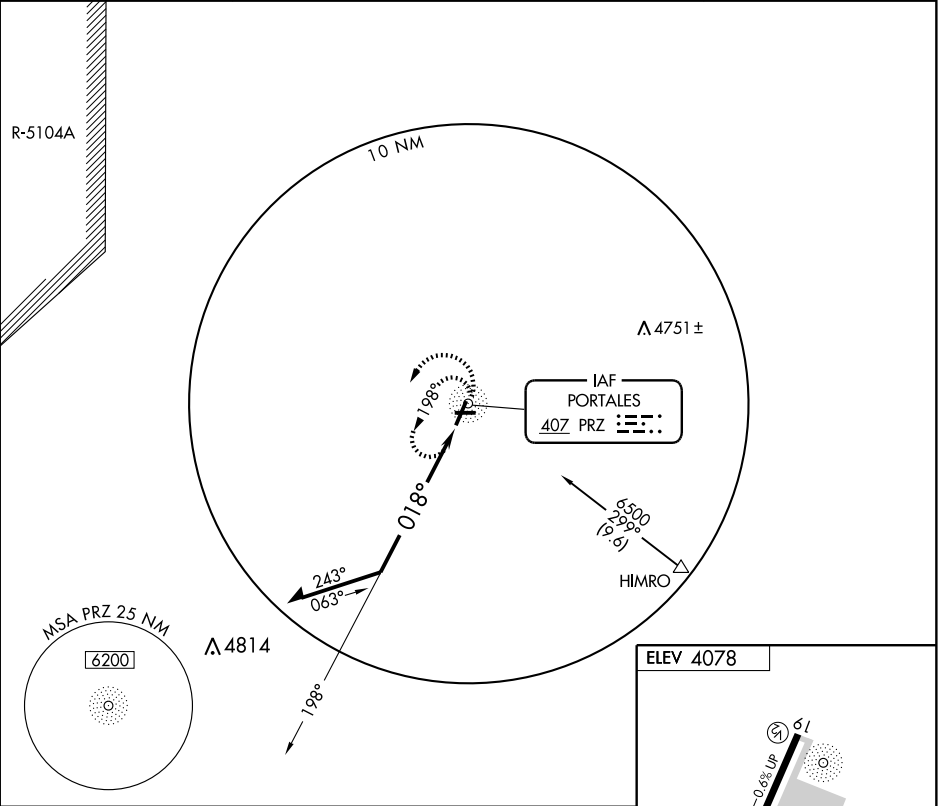
CATEGORY	A	B	C	D
LNAV MDA	4560-1	584 (600-1)	4560-1½ 584 (600-1½)	NA
CIRCLING	4600-1	621 (700-1)	4600-1¾ 621 (700-1¾)	NA

SW-1. 14 JAN 2010 to 11 FEB 2010

NDB RWY 1
PORTALES MUNI (PRZ)

NDB PRZ 407	APP CRS 018°	Rwy Idg TDZE Apt Elev 5700 4078 4078
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NA When local altimeter setting not received, use Clovis Muni altimeter setting and increase all MDAs 80 feet.		MISSED APPROACH: Climbing left turn to 6000 in PRZ NDB holding pattern.	
AWOS-3 118.175	CANNON APP CON ★ 125.5 352.1	CANNON CLNC DEL 119.0	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-1	4680-1	602 (700-1)	4680-1¾ 602 (700-1¾)	NA
CIRCLING	4680-1	602 (700-1)	4680-1¾ 602 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

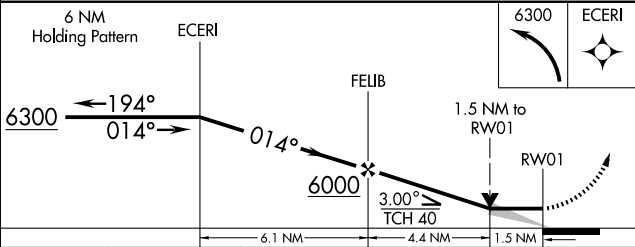
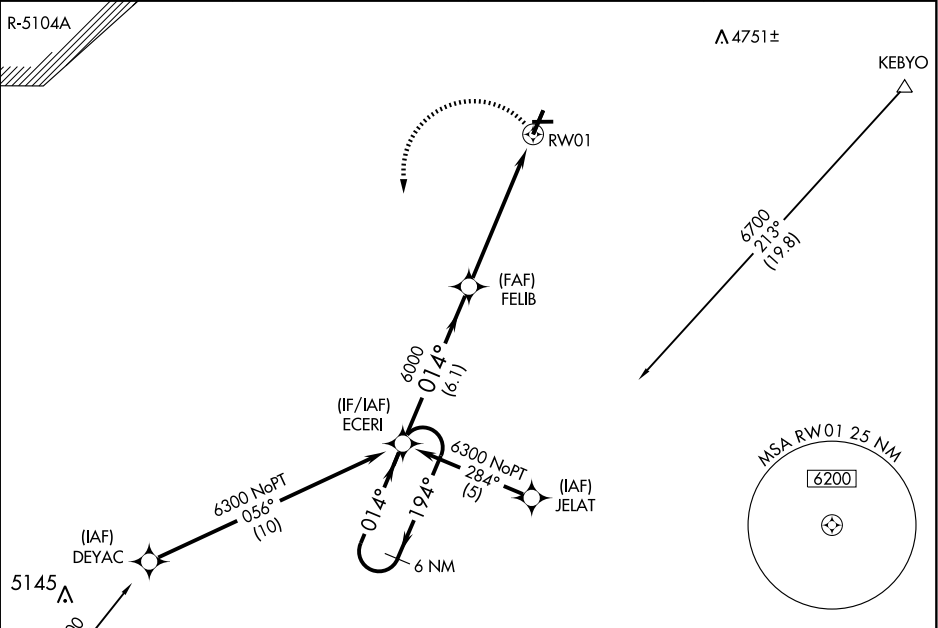
APP CRS	Rwy Idg	5700
014°	TDZE	4078
	Apt Elev	4078

RNAV (GPS) RWY 1

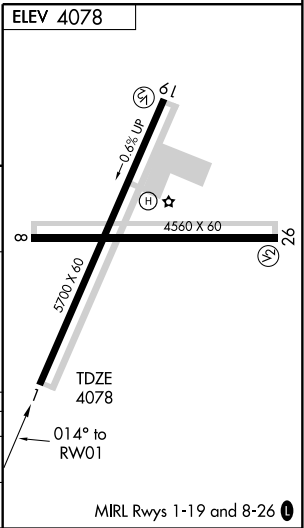
PORTALES MUNI (PRZ)

⚠ DME/DME RNP- 0.3 NA. VDP NA when using Clovis Muni altimeter setting. If local altimeter setting not received, use Clovis Muni altimeter setting and increase all MDAs 80 feet.	MISSED APPROACH: Climbing left turn to 6300 direct ECERI and hold.
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AWOS-3 118.175	CANNON APP CON ★ 125.5 352.1	CANNON CLNC DEL 119.0	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LNAV MDA	4580-1	502 (600-1)	4580-1½ 502 (600-1½)	NA
CIRCLING	4580-1	502 (600-1)	4580-1½ 502 (600-1½)	NA

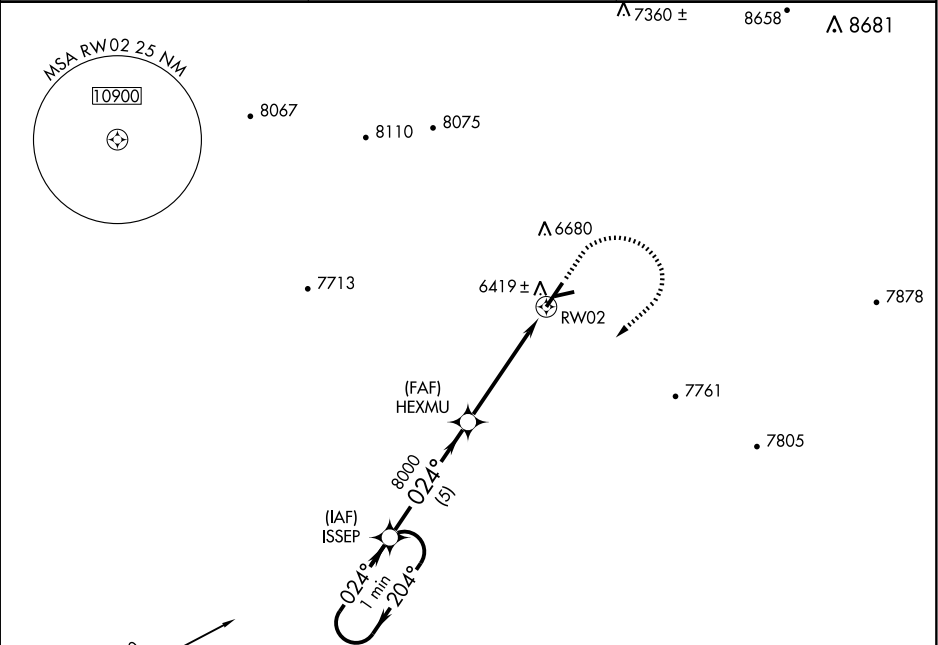


APP CRS	Rwy Idg	6328
024°	TDZE	6346
	Apt Elev	6352

Cat. D circling not authorized west of Rwy 2-20.

MISSED APPROACH: Climb to 7800 then climbing right turn to 9000 direct ISSEP WP and hold.

ASOS 118.375	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0 *
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One Minute Holding Pattern

ISSEP

HEXMU

8000

3.08°

TCH 35

5 NM

4 NM

1 NM

7800

9000

ISSEP

204°

024°

024°

024°

024°

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-2	6680-1 334 (400-1)			
CIRCLING	6820-1 468 (500-1)	6880-1 528 (600-1)	6880-1½ 528 (600-1½)	6920-2 568 (600-2)

ELEV 6352

6373±

6328 X 75

4404 X 75

0.3% UP

0.7% UP

024° to RW02

TDZE 6346

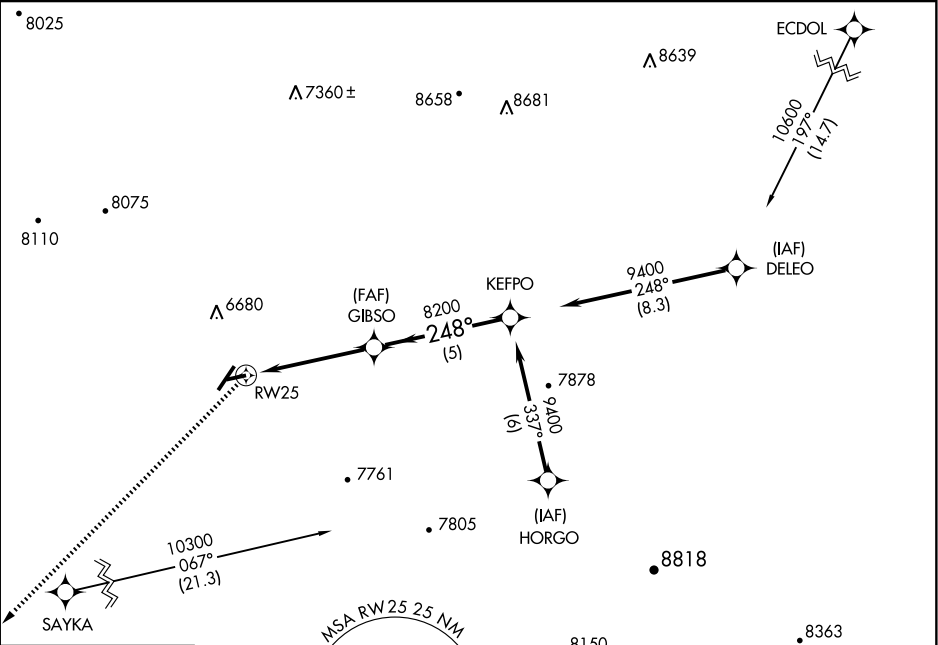
MIRL Rwy 2-20 and 7-25 0

NA

Cat. D circling not authorized west of Rwy 2-20.

MISSED APPROACH: Climbing left turn to 10600 direct ADOZO WP and hold.

ASOS 118.375	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0*
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MISSED APCH FIX

ADOZO 214° 034°

ELEV 6352

8363

10600

ADOZO

RW25

GIBSO

KEFPO

248°

8200

9400

≤ 3.71°

TCH 40

4.7 NM

5 NM

CATEGORY	A	B	C	D
S-25	6640-1 302 (300-1)			
CIRCLING	6820-1 468 (500-1)	6880-1 528 (600-1)	6880-1½ 528 (600-1½)	6920-2 568 (600-2)

MIRL Rwy 2-20 and 7-25 0

NDB RWY 2

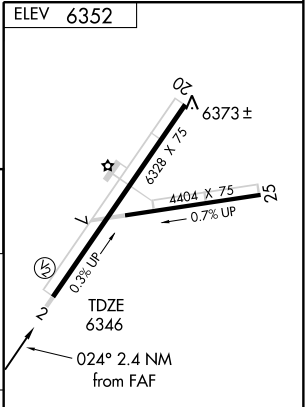
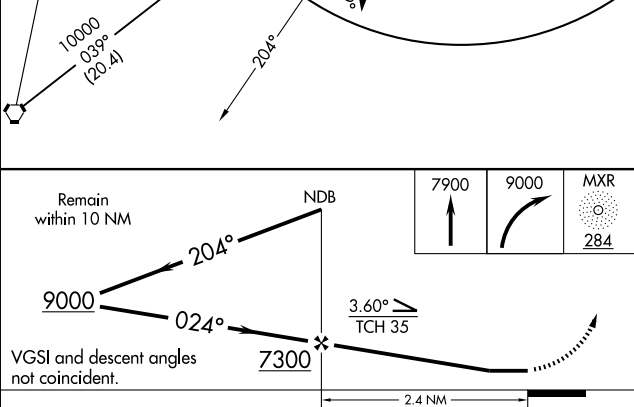
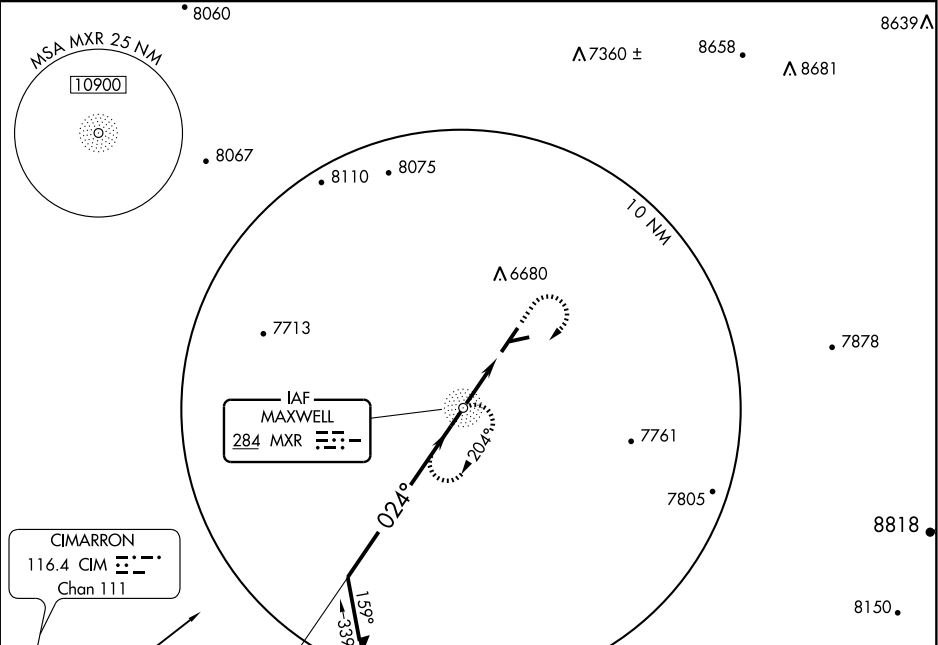
RATON MUNI/CREWS FIELD (RTN)

NDB MXR	APP CRS	Rwy Idg	6328
284	024°	TDZE	6346
		Apt Elev	6352

NA Cat. D circling not authorized west of Rwy 2-20.

MISSED APPROACH: Climb to 7900 then climbing right turn to 9000 direct MXR NDB and hold.

ASOS 118.375	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0★
-----------------	------------------------------------	---------------------------



CATEGORY	A	B	C	D	MIRL Rwy 2-20 and 7-25 0
S-2	6720-1	374 (400-1)	6720-1 ¼	374 (400-1 ¼)	FAF to MAP 2.4 NM
CIRCLING	6820-1 468 (500-1)	6880-1 528 (600-1)	6880-1 ½ 528 (600-1 ½)	6920-2 568 (600-2)	Knots Min:Sec
					60 90 120 150 180 2:24 1:36 1:12 0:58 0:48

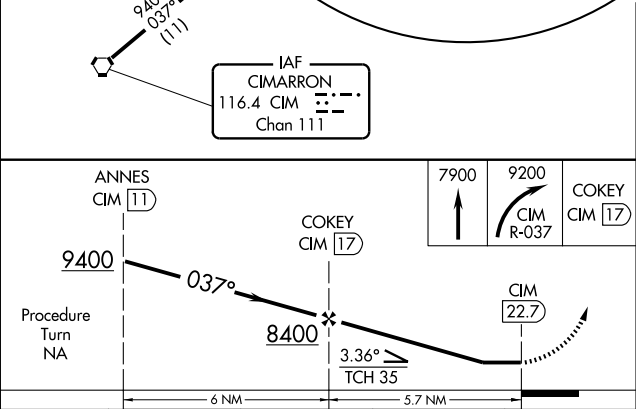
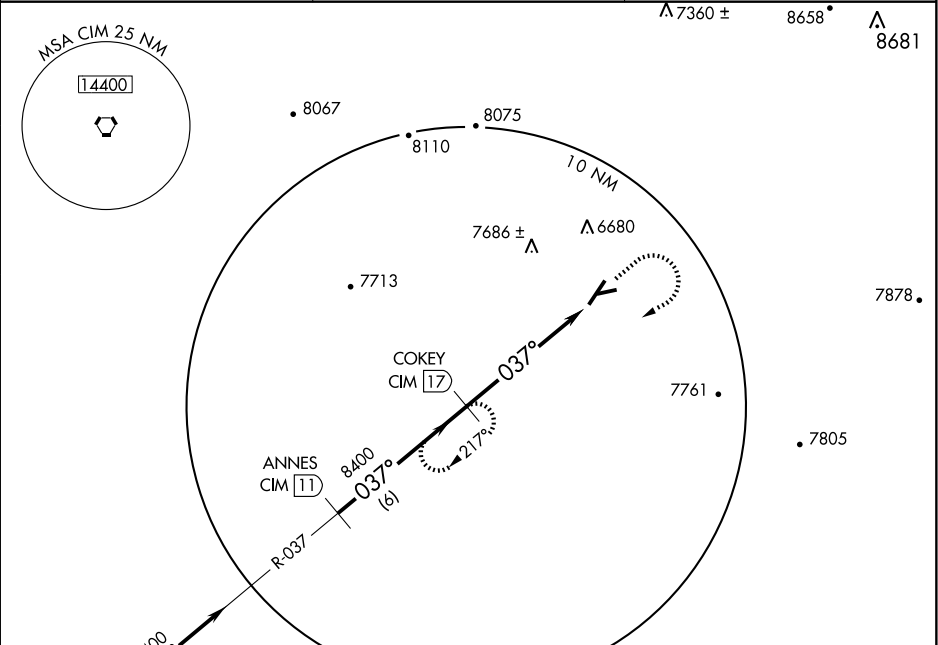
VORTAC CIM 116.4 Chan 111	APP CRS 037°	Rwy Idg TDZE 6328 Apt Elev 6346 6352
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VOR/DME RWY 2
RATON MUNI/CREWS FIELD (RTN)

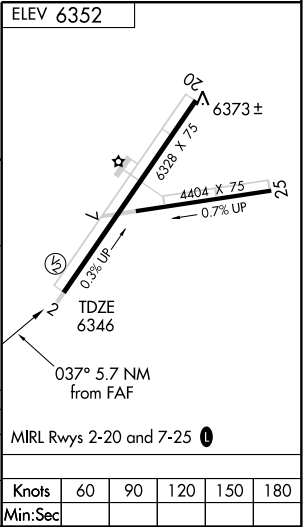
⚠ Cat. D circling not authorized west of Rwy 2-20.

MISSED APPROACH: Climb to 7900 then climbing right turn to 9200 via CIM R-037 to COKEY 17 DME and hold.

ASOS 118.375	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0*
------------------------	---	----------------------------------



CATEGORY	A	B	C	D
S-2	7720-1¼ 1374 (1400-1¼)	7720-1½ 1374 (1400-1½)	7720-3 1374 (1400-3)	
CIRCLING	7720-1¼ 1368 (1400-1¼)	7720-1½ 1368 (1400-1½)	7720-3 1368 (1400-3)	

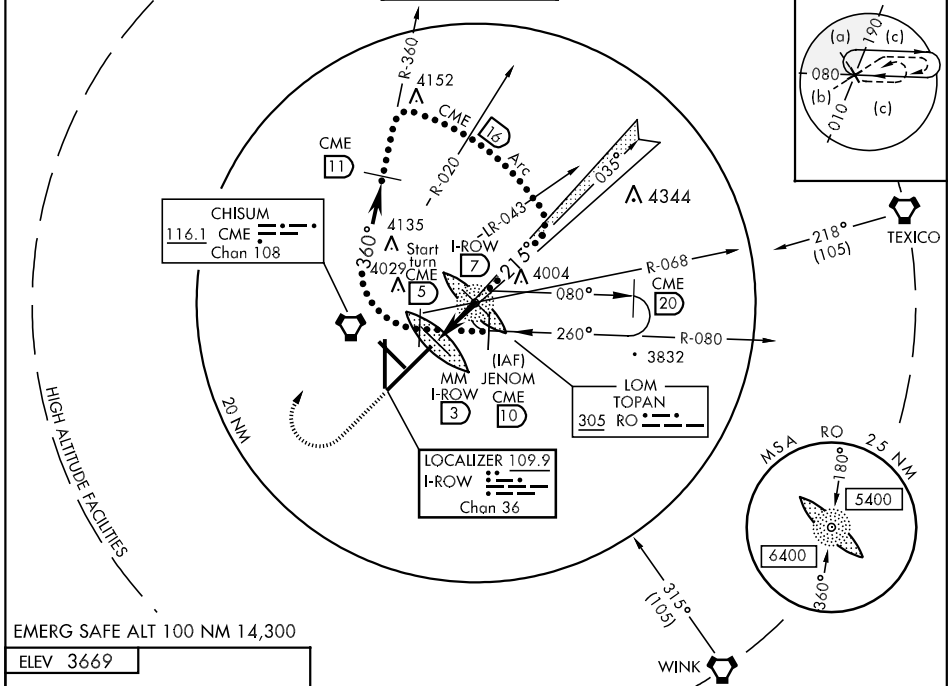


07275

ROSWELL INTL AIR CENTER (ROW)
ROSWELL, NEW MEXICO

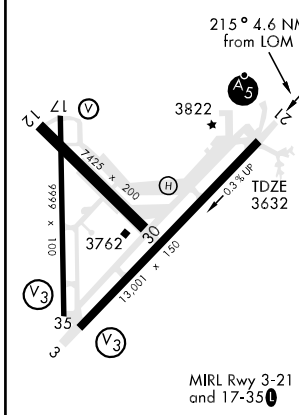


LOC I-ROW 109.9 Chan 36	APCH CRS 215°	Rwy Idg 13,001 TDZE 3632 Arprt Elev 3669	JAL-354 [USAF]	ROSWELL INTL AIR CENTER (KROW)		
▼ *When ALS inop, increase CAT D vis to 1¼ miles and CAT E vis to 1½ miles. USE I-ROW DME WHEN ON LOCALIZER COURSE.			MALSR	MISSED APPROACH: Climb to 4300 then climbing right turn to 6500 direct CME VORTAC.		
ATIS 128.45 306.2	ROSWELL APP CON 119.60* (RWY 17-35) 239.0	ROSWELL TOWER ★ 118.5 (CTAF) 0* (RWY 3-21) 233.7	CLNC DEL 132.875 282.25	GND CON 121.9 348.6	ASR	

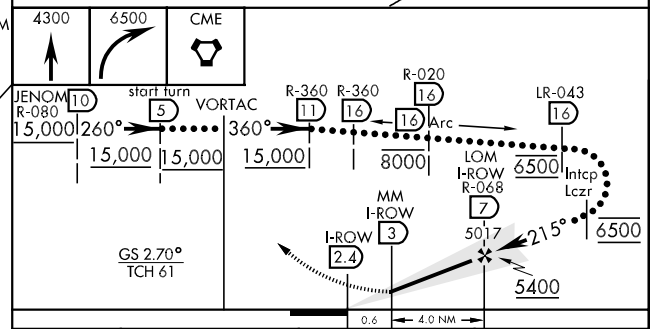


EMERG SAFE ALT 100 NM 14,300

ELEV 3669



FAF to MAP 4.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23



CATEGORY	C	D	E
S-ILS 21	3837-1/2	205	(200-1/2)
S-LOC 21	4000-1/2 368 (400-1/2)	4000-3/4	368 (400-3/4)
CIRCLING	4140-1/2 471 (500-1/2)	4220-2 551 (600-2)	4380-2 1/2 711 (800-2 1/2)
S-ASR 21 *	4040-3/4 408 (400-3/4)	4040-1	408 (400-1)

VORTAC CME 116.1 Chan 108	APCH CRS 098°	Rwy Idg N/A TDZE N/A Arpt Elev 3669
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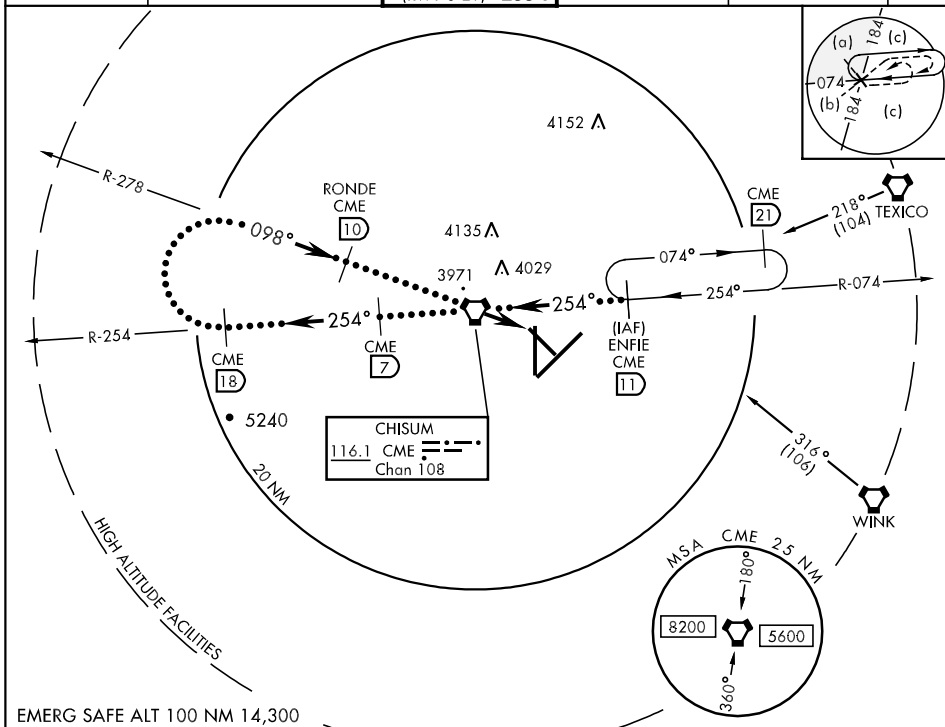
JAL-354 [USAF]

ROSWELL INTL AIR CENTER (KROW)

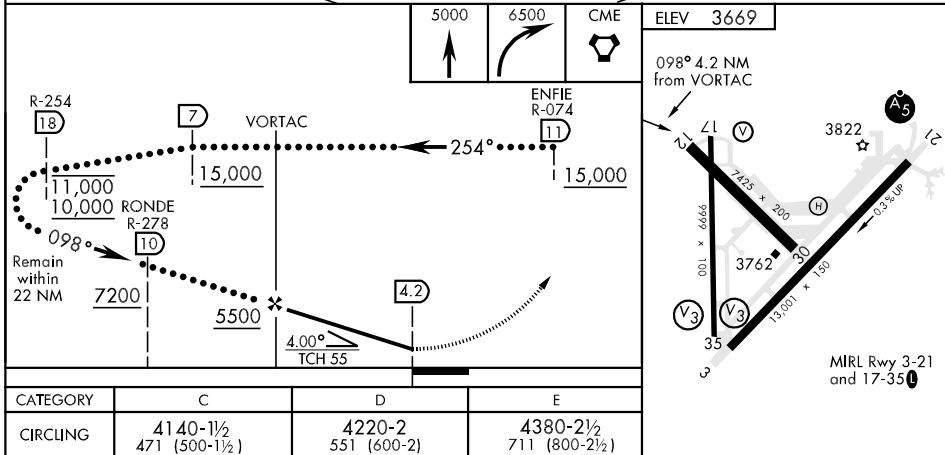


MISSED APPROACH: Climb to 5000 then climbing right turn to 6500 direct CME VORTAC

ATIS	ROS WELL APP CON	ROS WELL TOWER ★	CLNC DEL	GND CON	ASR
128.45 306.2	119.60 ★ (RWY 17-35) 239.0	118.5 (CTAF) 0.3 ★ (RWY 3-21)	132.875 282.25	121.9 348.6	



EMERG SAFE ALT 100 NM 14,300



ROSWELL, NEW MEXICO

33°18'N-104°32'W

ROSWELL INTL AIR CENTER (KROW)

Amdt 4 06243

LILVOR/DME A TAGAN A

AL-354 (FAA)

ILS RWY 21
ROSWELL INTL AIR CENTER (ROW)



MALSR



MISSED APPROACH: Climb to 4300 then climbing right turn to 6000 direct CME VORTAC and hold.

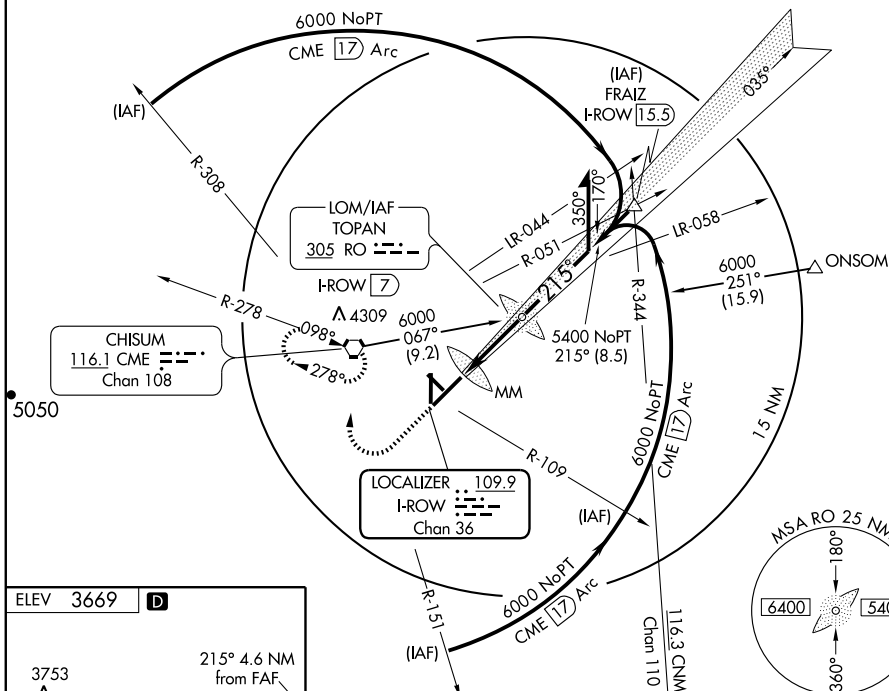
ATIS
128.45 306.2

ROSWELL APP CON★
119.6 239.0

ROSWELL TOWER ★
118.5 (CTAF) **L** 233.7

GND CON
121.9 348.6

CLNC DEL
132.875 282.25

UNICOM
122.95

SW-1: 14 JAN 2010 to 11 FEB 2010

ELEV 3669 **D**

3753 **A**

215° 4.6 NM from FAF

3822 **Z**

3762 **P**

3632 TDZE

0.3% DOWN

1:32

MRL Rwy 3-21

MRL Rwy 17-35 **I**

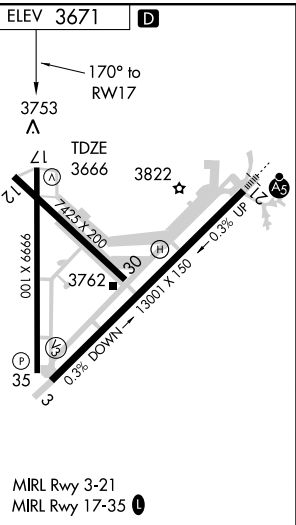
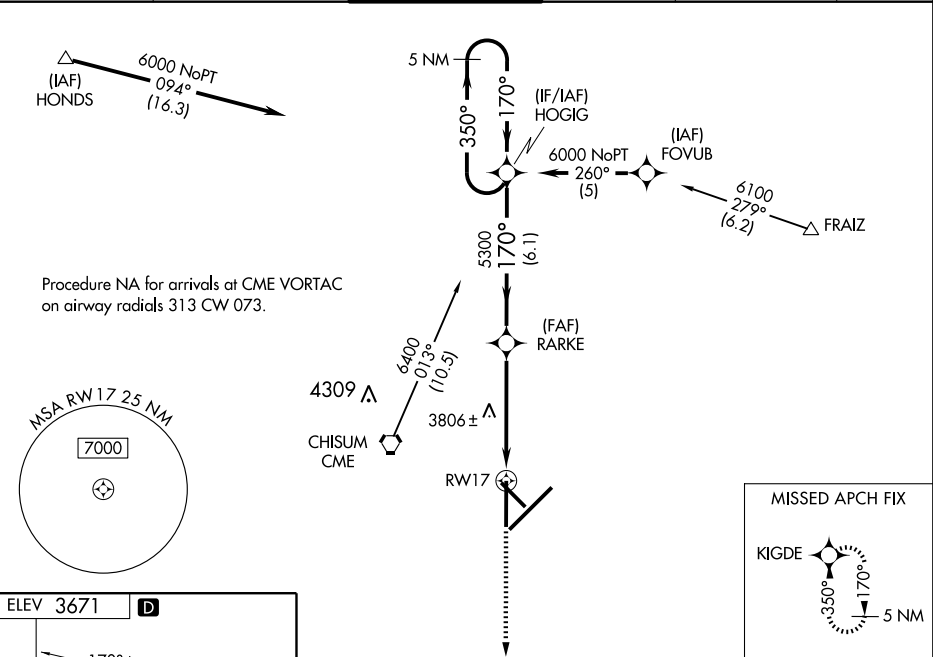
FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

WAAS CH 65702 W17A	APP CRS 170°	Rwy Idg 9999 TDZE 3666 Apt Elev 3671
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⚠ DME/DME RNP-0.3 NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F).
ASR If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet.
VDP and Baro-VNAV NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct KIGDE and hold.

ATIS 128.45 306.2	ROSSELL APP CON★ 119.6 239.0	ROSSELL TOWER★ 118.5(CTAF) 0 233.7	GND CON 121.9 348.6	CLNC DEL 132.875 282.25	UNICOM 122.95
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	6000	KIGDE	HOGIG	5 NM Holding Pattern
	↑	✧		
*RNAV only	*1.3 NM to RW17	RARKE	5300	350° → 6000 ← 170°
	1.3 NM	3.6 NM	6.1 NM	GS 3.00° TCH 50
CATEGORY	A	B	C	D
LPV DA	3916-3/4 250 (300-3/4)			
LNAV/VNAV DA	4003-1 1/4 337 (400-1 1/4)			
LNAV MDA	4120-1	454 (500-1)	4120-1 1/4 454 (500-1 1/2)	4120-1 1/2 454 (500-1 1/2)
CIRCLING	4140-1 1/4	469 (500-1 1/4)	4140-1 1/2 469 (500-1 1/2)	4240-2 569 (600-2)

SW-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 69302 W21A	APP CRS 215°	Rwy Idg 13001 TDZE 3633 Apt Elev 3671
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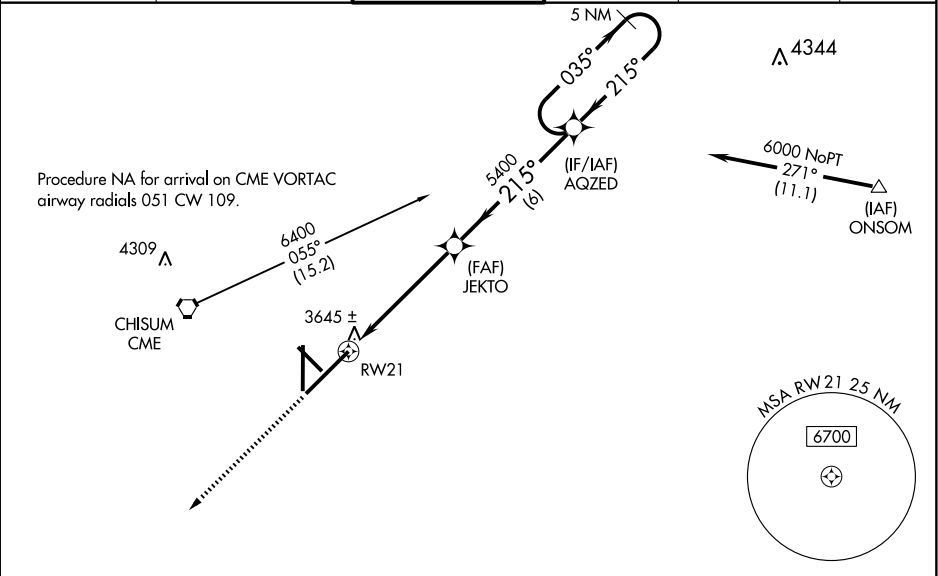
RNAV (GPS) RWY 21
ROSWELL INTL AIR CENTER (ROW)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F).
If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet.
VDP and Baro-VNAV NA when using Artesia altimeter setting.
For inoperative MALSR increase LPV all Cats. visibility to 1.

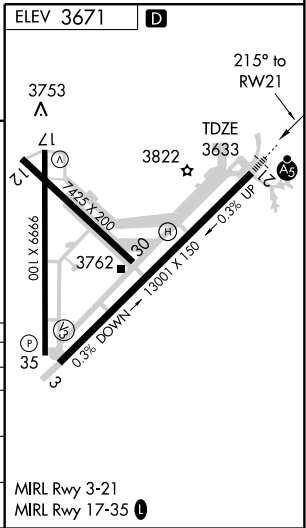
MALSR

MISSED APPROACH: Climb to 6300 direct GICEC and hold.

ATIS 128.45 306.2	ROSWELL APP CON ★ 119.6 239.0	ROSWELL TOWER ★ 118.5(CTAF) 0 233.7	GND CON 121.9 348.6	CLNC DEL 132.875 282.25	UNICOM 122.95
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6300		GICEC		AQZED		5 NM Holding Pattern	
* LNAV only		* 1.3 NM to RW21		RW21		RW21	
1.3 NM		4 NM		6 NM		5400	
CATEGORY		A		B		C	
LPV DA		3899-1/2		266 (300-1/2)			
LNAV/VNAV DA		3981-3/4		348 (400-3/4)			
LNAV MDA		4080-1/2 447 (500-1/2)		4080-3/4 447 (500-3/4)		4080-1 447 (500-1)	
CIRCLING		4140-1/4 469 (500-1/4)		4140-1/2 469 (500-1/2)		4240-2 569 (600-2)	



WAAS CH 70402 W35A	APP CRS 350°	Rwy Idg 9999 TDZE 3671 Apt Elev 3671
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RNAV (GPS) RWY 35
ROSWELL INTL AIR CENTER (ROW)

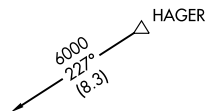
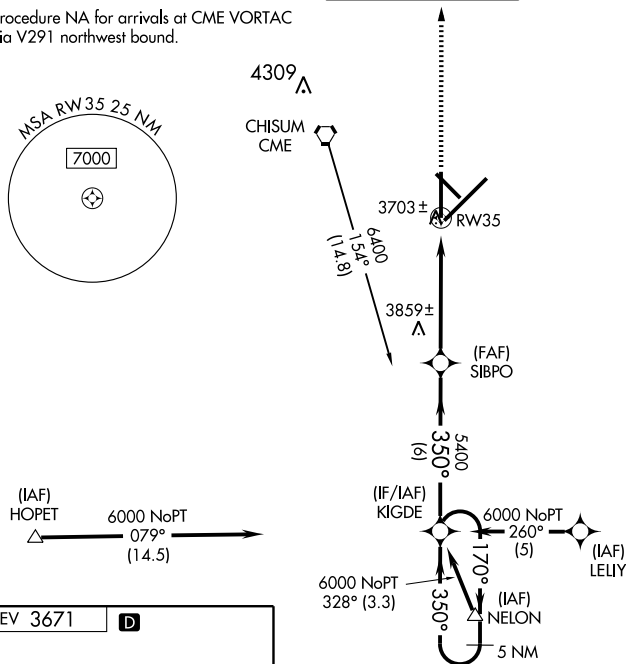
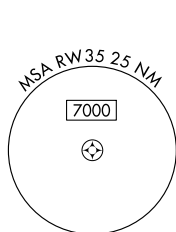
  ASR	DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct HOGIG and hold.

ATIS	ROSWELL APP CON ★	ROSWELL TOWER ★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) 0 233.7	121.9 348.6	132.875 282.25	122.95

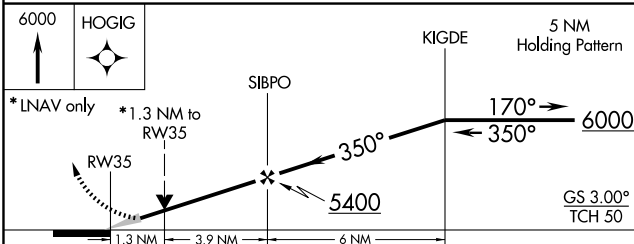
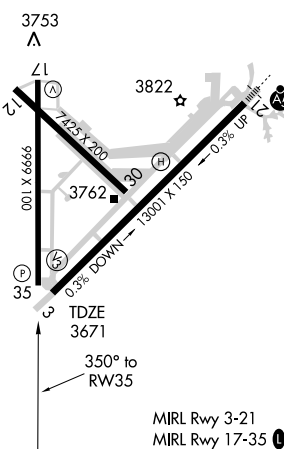
Procedure NA for arrivals at CME VORTAC
via V291 northwest bound.

MISSED APCH FIX



SW-1. 14 JAN 2010 to 11 FEB 2010

ELEV 3671	D
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CATEGORY	A	B	C	D
LPV DA	3921-3/4 250 (300-3/4)			
RNAV/ RNAV DA	3953-1 282 (300-1)			
RNAV MDA	4120-1 449 (500-1)	4120-1 1/4 449 (500-1 1/4)	4120-1 1/2 449 (500-1 1/2)	
CIRCLING	4140-1 469 (500-1)	4140-1 1/2 469 (500-1 1/2)	4240-2 569 (600-2)	

ASR

If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 6000 direct CME VORTAC and hold.

ATIS	ROSSELL APP CON★	ROSSELL TOWER★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5(CTAF) 233.7	121.9 348.6	132.875 282.25	122.95

CATEGORY	A	B	C	D	FAF to MAP 4.2 NM					
CIRCLING	4140-1	469 (500-1)	4140-1½ 469 (500-1½)	4240-2 569 (600-2)	Knots	60	90	120	150	180
					Min:Sec	4:12	2:48	2:06	1:41	1:24

SW-1. 14 JAN 2010 to 11 FEB 2010

GPS RWY 24

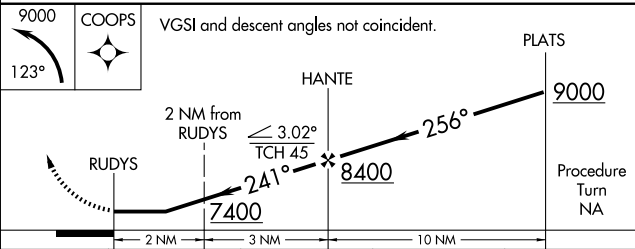
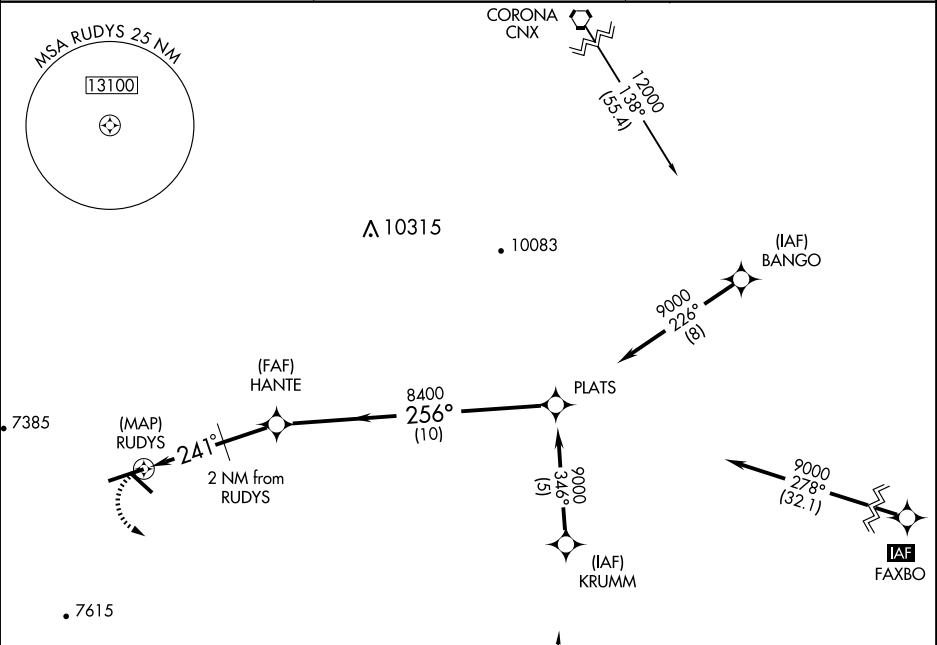
RUIDOSO/ SIERRA BLANCA RGNL (SRR)

APP CRS 241°	Rwy Idg 8099 TDZE 6768 Apt Elev 6811
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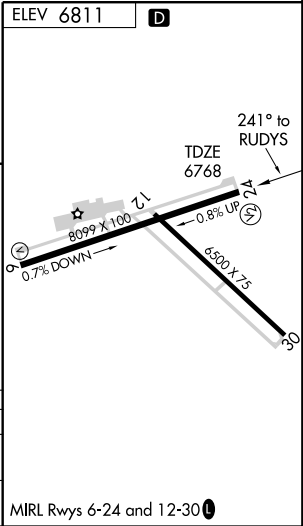
If local altimeter setting not received, procedure not authorized.
ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing left turn to 9000 via 123° course to COOPS WP and hold.

AWOS-3 126.475	ALBUQUERQUE CENTER 132.65 257.6	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-24	7200-1 432 (500-1)	7200-1 1/4 432 (500-1 1/4)	7200-1 1/2 432 (500-1 1/2)	7200-1 1/2 432 (500-1 1/2)
CIRCLING	7240-1 429 (500-1)	7300-1 489 (500-1)	7320-1 1/2 509 (600-1 1/2)	7440-2 629 (700-2)



RUIDOSO/ SIERRA BLANCA RGNL (SRR)

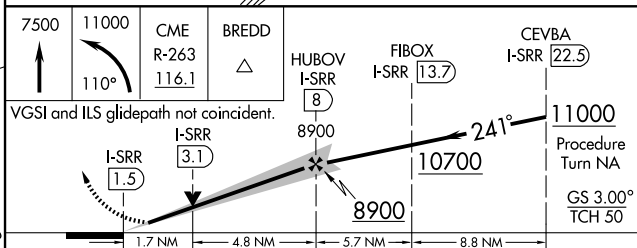
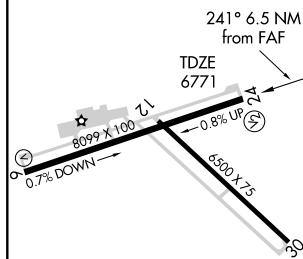
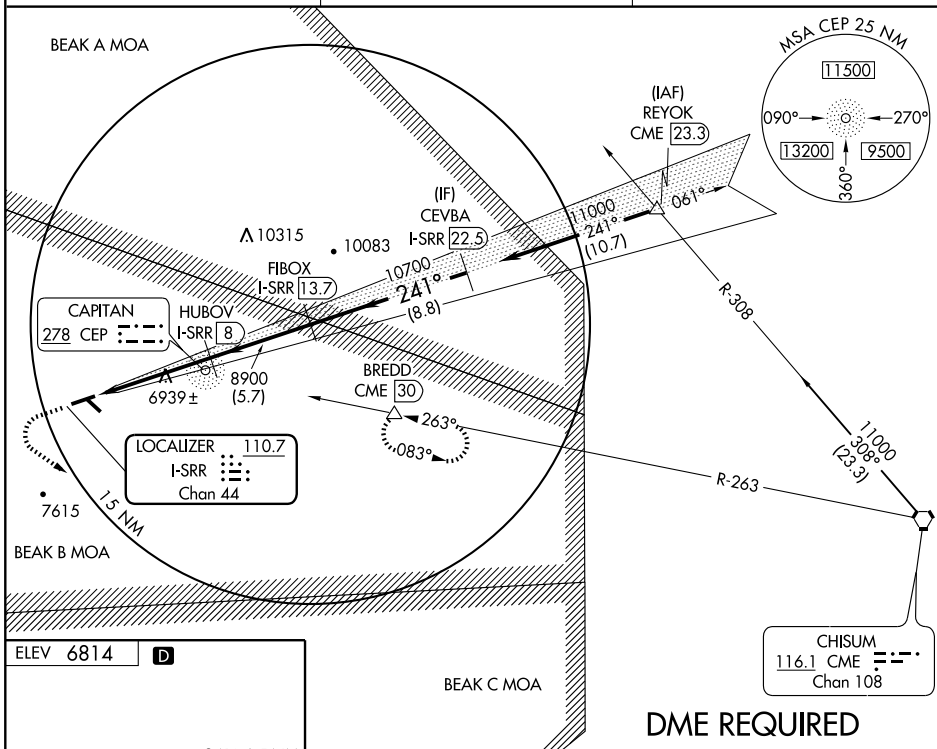
T	If local altimeter setting not received procedure not authorized.
A NA	Use I-SRR DME when on localizer course. Circling not authorized to Rwy 12/30.

MISSED APPROACH: Climb to 7500 then climbing left turn to 11000 via heading 110° and CME VORTAC R-263 to BREDD/CME 30 DME and hold, continue climb-in-hold to 11000.

AWOS-3
126,475

ALBUQUERQUE CENTER
132.65 257.6

UNICOM
122.8 (CTAF) **L**

MIRL Rwy 6-24 and 12-30 **L**

AIRPORT DIAGRAM

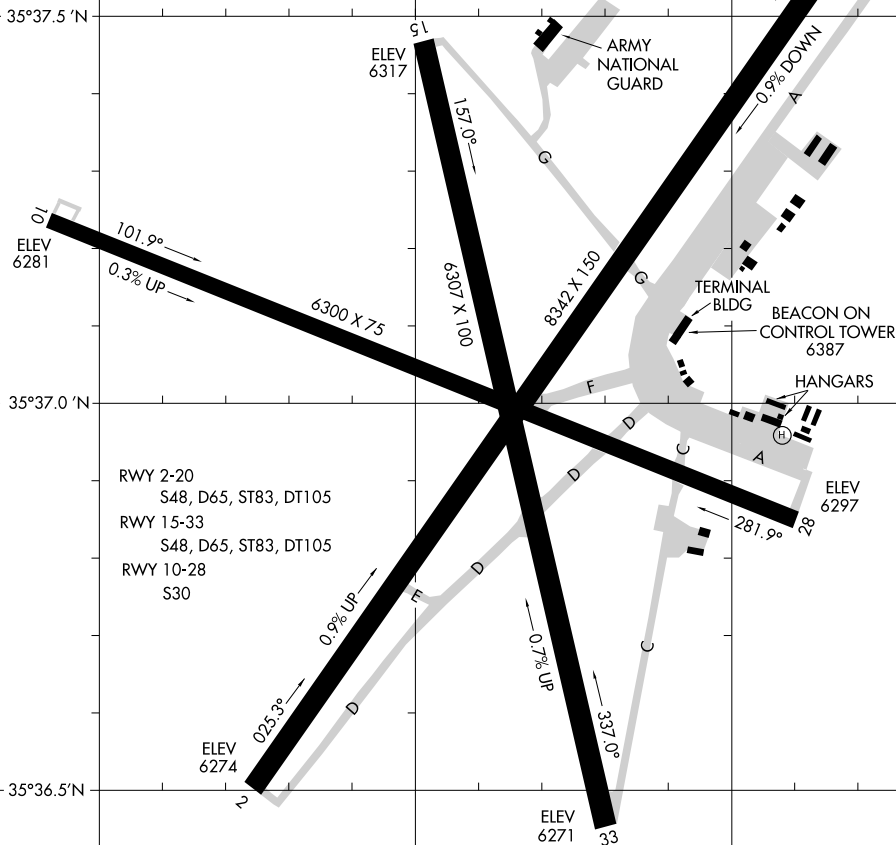
AL-548 (FAA)

 SANTA FE MUNI (SAF)
 SANTA FE, NEW MEXICO

 ATIS 128.55
 SANTA FE TOWER
 119.5 239.3
 GND CON
 121.7

 JANUARY 2005
 ANNUAL RATE OF CHANGE
 0.1°W

VAR 9.8°E

 FIELD
 ELEV
 6348

 CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

106°06'W

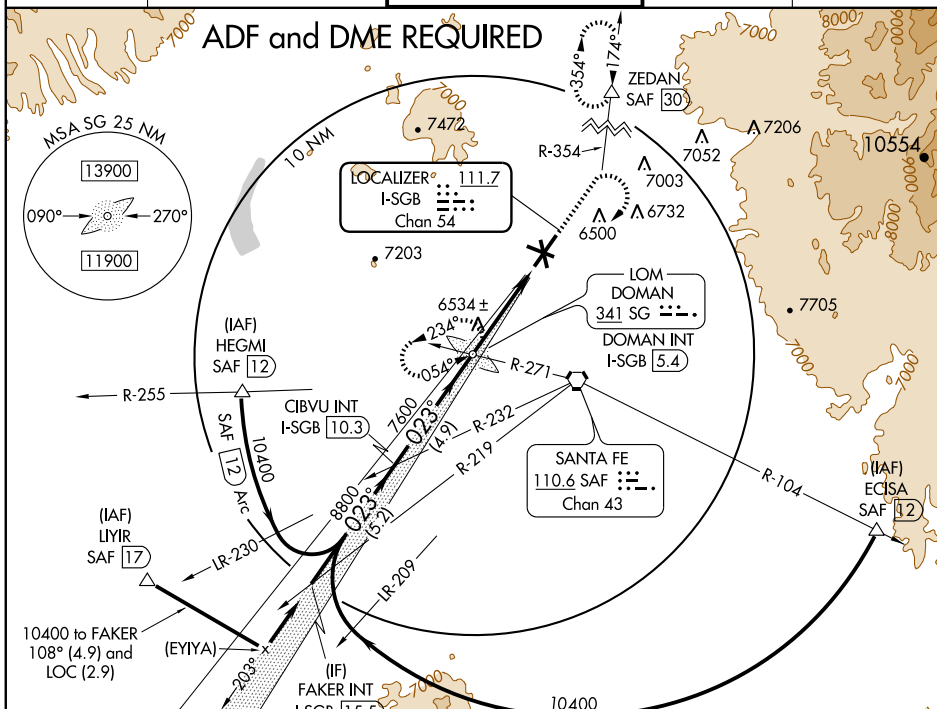
106°05.5'W

106°05'W

SW-1, 14 JAN 2010 to 11 FEB 2010

MISSED APPROACH: Climb to 7300, then climbing right turn to 9000 direct DOMAN LOM and hold, continue climb-in-hold to 9000.

ADF and DME REQUIRED



FAKER INT
I-SGB 15.5

CIBVU INT
I-SGB 10.3

DOMAN LOM/INT
I-SGB 5.4

I-SGB 3.1

I-SGB 1.6

I-SGB 1.5

9000

341

023°

10400

8800

7800

7600

7300

5.2 NM

4.9 NM

2.3 NM

1.5

Procedure Turn NA

GS 3.00°
TCH 51

6303

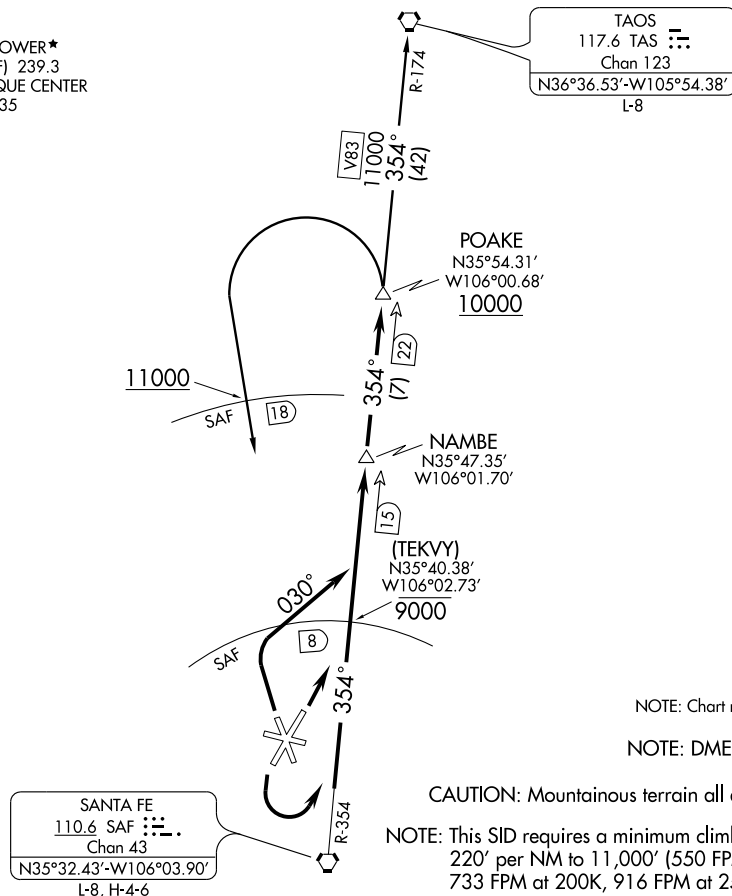
023° 3.8 NM from FAF

FAF to MAP 3.8 NM

CATEGORY	A	B	C	D
S-ILS 2	6503-¾ 200 (200-¾)			
S-LOC 2	6800-1	497 (500-1)	6800-1¼ 497 (500-1¼)	6800-1½ 497 (500-1½)
CIRCLING	6840-1	492 (500-1)	6920-1½ 572 (600-1½)	7020-2¼ 672 (700-2¼)

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:11

ATIS 128.55
GND CON
121.7
SANTA FE TOWER ★
119.5 (CTAF) 239.3
ALBUQUERQUE CENTER
132.8 346.35



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb on runway heading to....

TAKE-OFF RUNWAY 20: Climbing left turn to....

TAKE-OFF RUNWAY 33: Climbing right turn to heading 030° to....

....Intercept and proceed via SAF R-354 to POAKE DME fix. Cross 8 DME north of SAF VORTAC at or below 9000'. Cross POAKE DME fix at or above 10000'. Thence via assigned (transition) or (route).

SANTA FE TRANSITION (POAKE1.SAF): From POAKE DME fix left turn direct SAF VORTAC. Thence via (assigned route). Cross 18 DME north of SAF VORTAC at or above 11000'.

TAOS TRANSITION (POAKE1.TAS): From POAKE DME fix via SAF R-354 and V83 (TAS R-174) to TAS VORTAC. Thence via (assigned route).

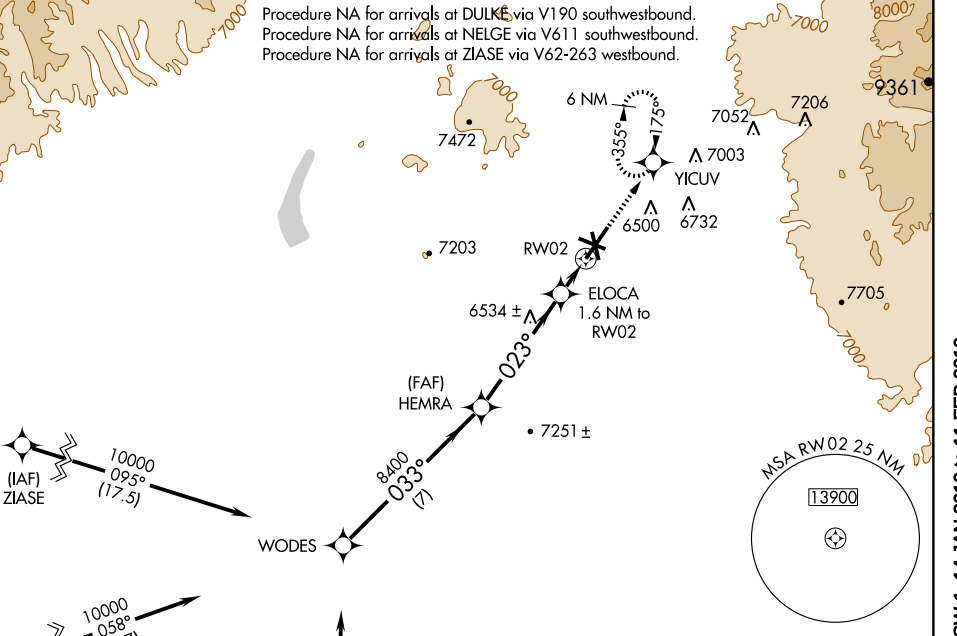
▼

▲ NA

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 9000 direct YICUV WP and hold.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 0 239.3	GND CON 121.7	UNICOM 122.95
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ELEV 6348

REIL Rwy 20, 15 and 33

MIRL Rwy 2-20 and 15-33 0 6387

6387

WODES	HEMRA	ELOCA	9000	YICUV
10000	8000	6534	↑	★
Procedure Turn NA	3.00° TCH 54	1.6 NM to RW02		
	023°	0.9 NM to RW02		
	7 NM	5 NM	0.7	0.9
CATEGORY	A	B	C	D
LNAV MDA	6600-1 297 (300-1)			
CIRCLING	6840-1 492 (500-1)	6860-1 512 (600-1)	6880-1½ 532 (600-1½)	7040-2¼ 692 (700-2¼)

0.3% UP

0.9% UP

0.7% UP

0.9% DOWN

0.3% DOWN

TDZE 6303

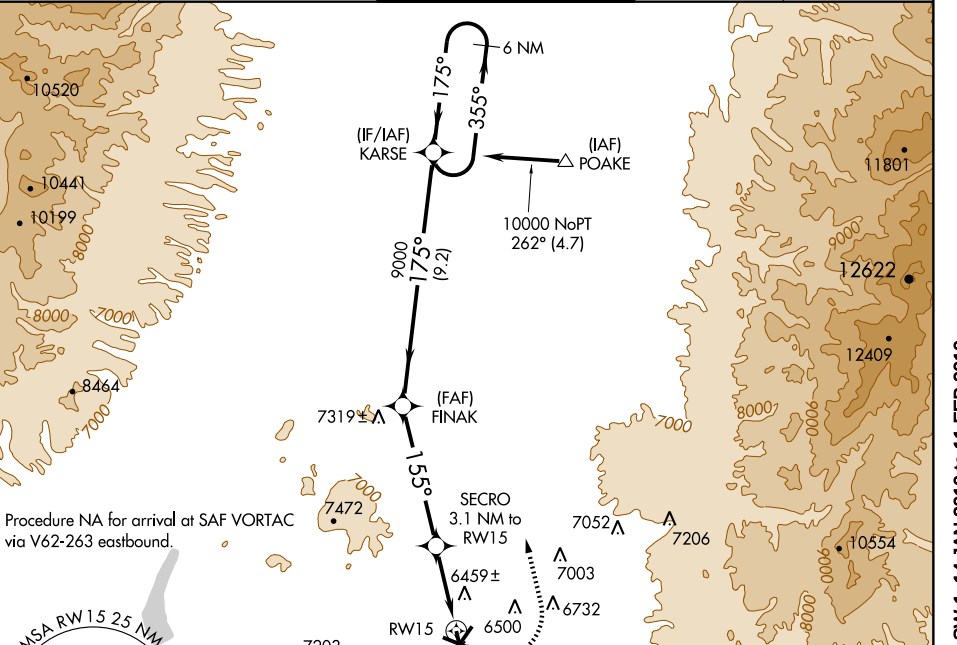
023° to RW02

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

Procedure NA at night.

MISSED APPROACH: Climbing left turn to 10000 direct KARSE WP and hold.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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MSA RW 15 2.5 NM

13900

6 NM Holding Pattern	KARSE	FINAK	SECRO	RW15
10000	9000	7360	6500	6300
VGSI and descent angles not coincident.				
CATEGORY	A	B	C	D
RNAV MDA	6720-1	402 (400-1)	6720-1¼	402 (400-1¼)
CIRCLING	6840-1 492 (500-1)	6860-1 512 (600-1)	6880-1½ 532 (600-1½)	7040-2¼ 692 (700-2¼)

ELEV 6348

155° to RW15

6387

TDZE 6318

6307 X 100

8342 X 150

0.3% UP

6300 X 75

0.9% UP

0.7% UP

0.9% DOWN

TWR 6387

28

33

REIL Rwy 20, 15 and 33

MIRL Rwy 2-20 and 15-33

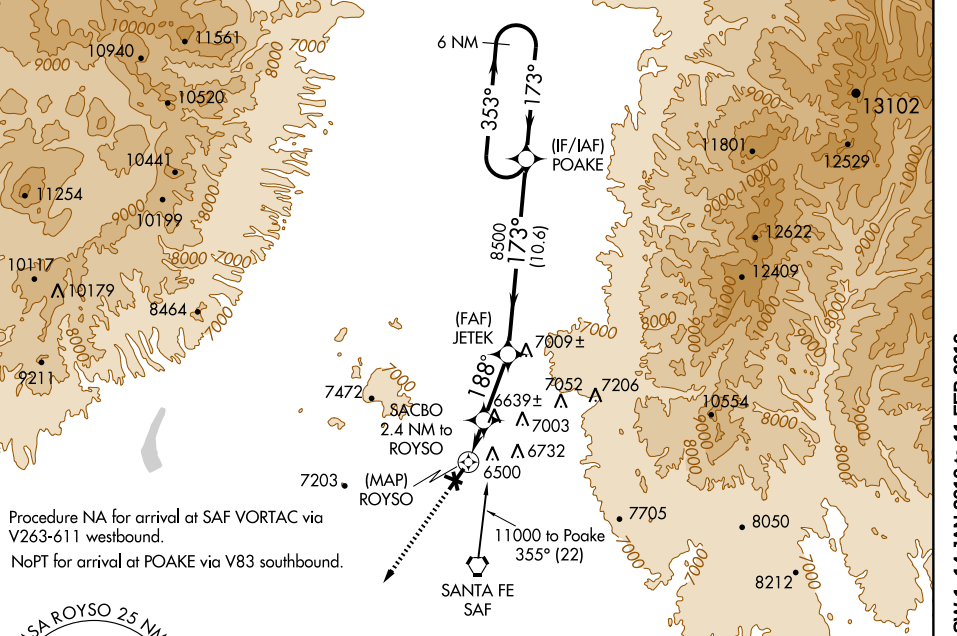
SW-1, 14 JAN 2010 to 11 FEB 2010

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

Procedure NA at night.

MISSED APPROACH: Climb to 10500 direct JELBO WP and hold.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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10500	JELBO	SACBO 2.4 NM to ROYSO	JETEK	POAKE	6 NM Holding Pattern
ROYSO	RW20	7300	8500	11000	
0.4	2.4 NM	3.8 NM	10.6 NM		
CATEGORY	A	B	C	D	
RNAV MDA	6900-1	552 (600-1)	6900-1½ 552 (600-1½)	6900-1¾ 552 (600-1¾)	
CIRCLING	6900-1	552 (600-1)	6900-1½ 552 (600-1½)	7040-2¼ 692 (700-2¼)	

ELEV 6348

6387

TDZE 6348

TWR 6387

0.3% UP

0.5% DOWN

0.7% UP

0.9% UP

6307 X 100

8342 X 150

6300 X 75

28

33

REIL Rwy 20, 15 and 33

MIRL Rwy 2-20 and 15-33

APP CRS 285°	Rwy Idg TDZE Apt Elev	6300 6307 6348
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RNAV (GPS) RWY 28
SANTA FE MUNI (SAF)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
 Procedure NA at night.

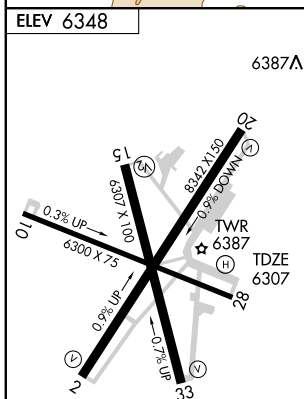
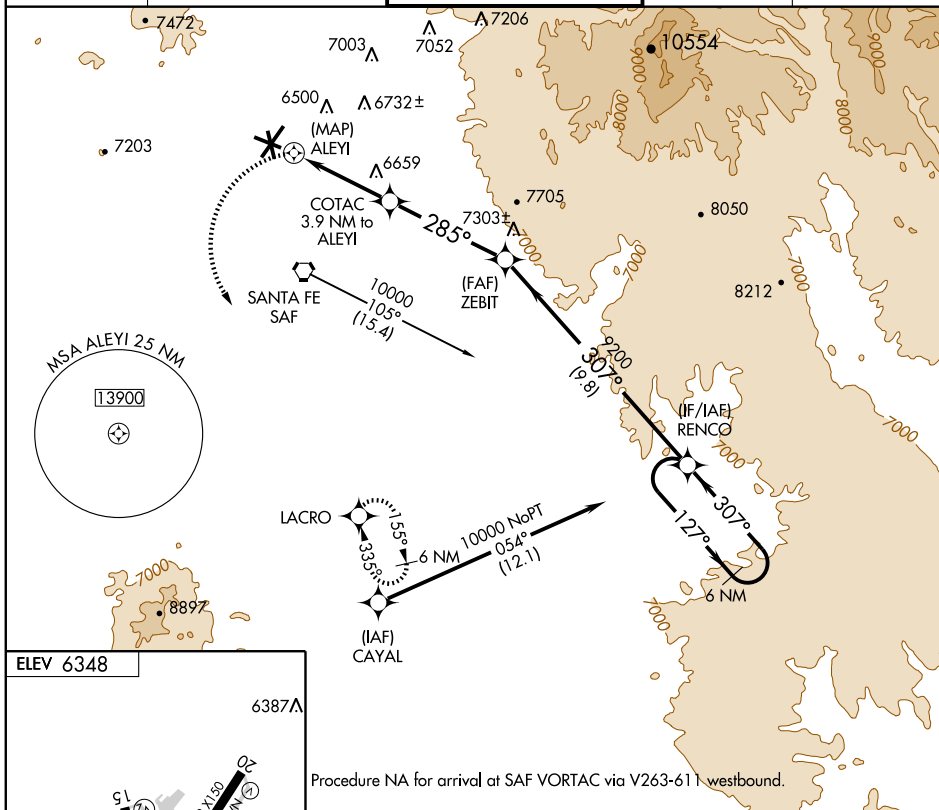
MISSED APPROACH: Climbing left turn to 9000 direct LACRO WP and hold.

ATIS
128.55

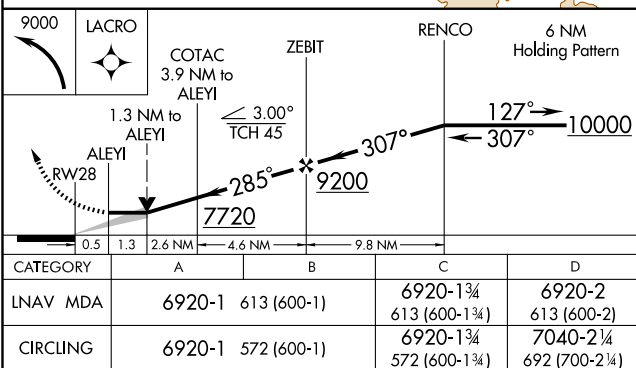
ALBUQUERQUE CENTER
132.8 346.35

SANTA FE TOWER ★
119.5 (CTAF) **L** 239.3

GND CON
121.7

UNICOM
122.95

Procedure NA for arrival at SAF VORTAC via V263-611 westbound.



SW-1: 14 JAN 2010 to 11 FEB 2010

REIL Rwy 20, 15 and 33
MIRL Rwy 2-20 and 15-33

APP CRS	Rwy Idg	6307
335°	TDZE	6304
	Apt Elev	6348

RNAV (GPS) RWY 33
SANTA FE MUNI (SAF)

A_{NA} GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

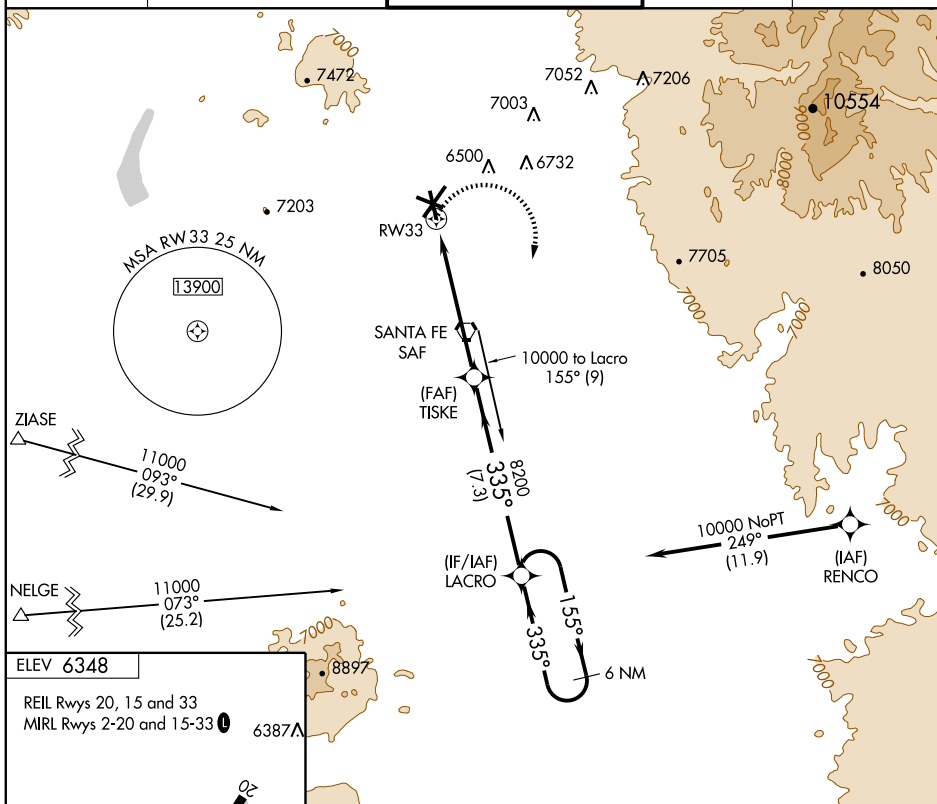
MISSED APPROACH: Climbing right turn to 10000 direct LACRO WP and hold.

ATIS
128.55

ALBUQUERQUE CENTER
132.8 346.35

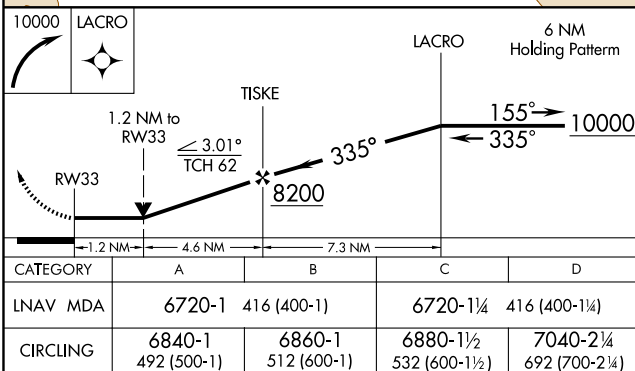
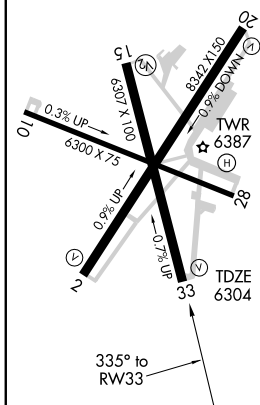
SANTA FE TOWER ★
119.5 (CTAF) **L** 239.3

GND CON
121.7

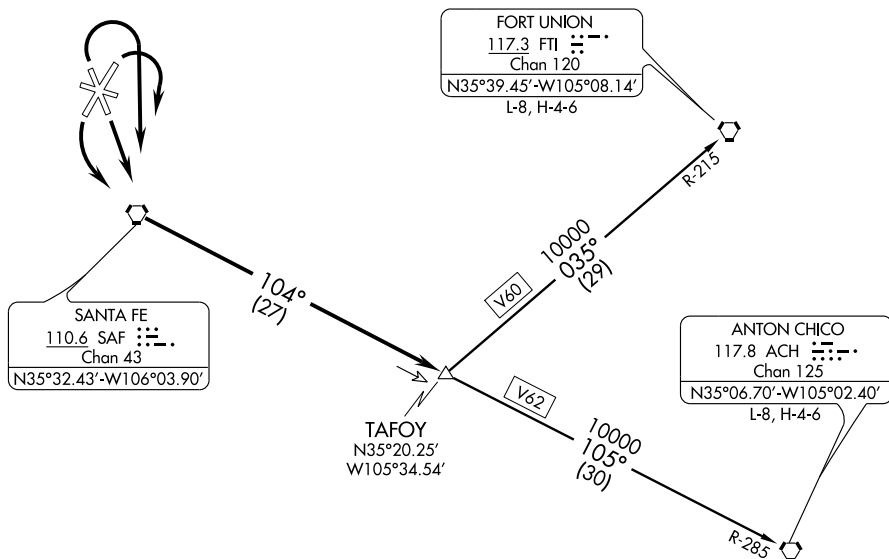
UNICOM
122.95

ELEV 6348

REIL Rwy 20, 15 and 33
MIRL Rwy 2-20 and 15-33 **L** 6387A



ATIS 128.55
GND CON
121.7
SANTA FE TOWER★
119.5 (CTAF) 239.3
ALBUQUERQUE CENTER
132.8 346.35



CAUTION: Mountainous terrain all quadrants.

NOTE: Takeoff runways 2, 33: Cat. A, B standard;
Cat. C, D requires a minimum climb of 330'/NM until
passing 9800' or a 2900' ceiling and 3 miles visibility.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15: Climb direct to....

TAKE-OFF RUNWAY 20: Climbing left turn direct to....

TAKE-OFF RUNWAYS 2 & 33: Climbing right turn direct to....

....the SAF VORTAC. Proceed via the SAF R-104 to TAFOY INT, climb and maintain 10000 MSL. Thence via assigned (transition) or (route).

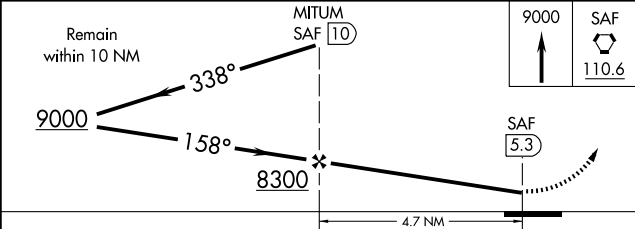
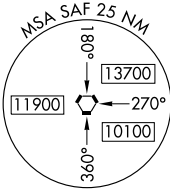
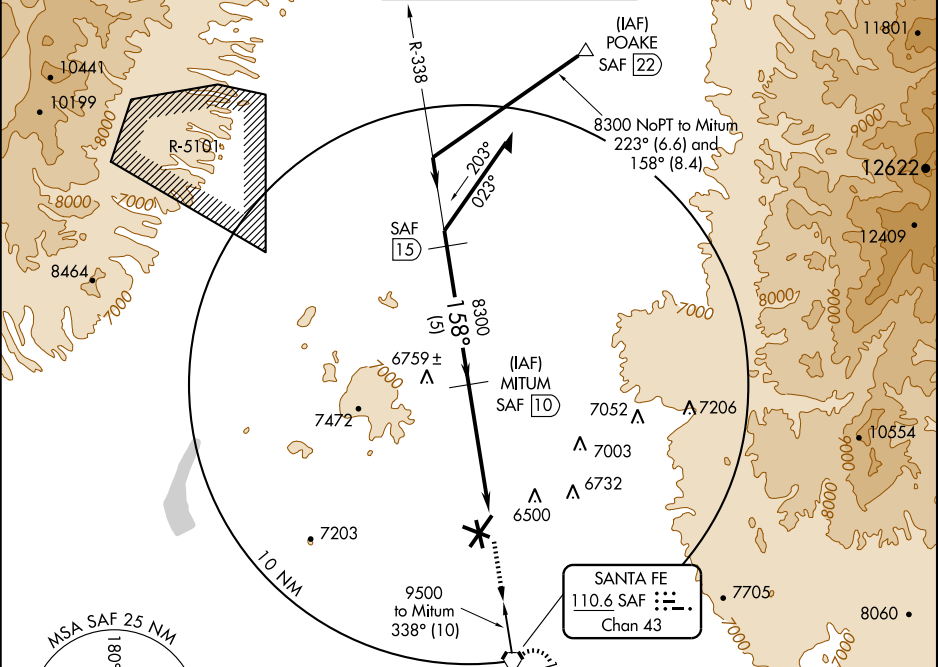
ANTON CHICO TRANSITION (TAFOY2.ACH): From over TAFOY INT, via V62/ACH R-285 to ACH VORTAC. Thence via (assigned) route.

FORT UNION TRANSITION (TAFOY2.FTI): From over TAFOY INT via V60/FTI R-215 to FTI VORTAC. Thence via (assigned) route.

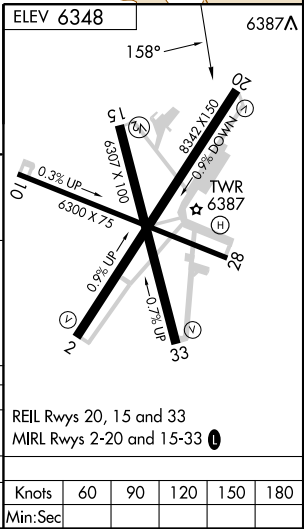
When Control Tower closed, except for operators with approved weather reporting service, use Albuquerque altimeter setting.

MISSED APPROACH: Climb to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
CIRCLING	6960-1 612 (700-1)	6960-1 612 (700-1)	6960-1 612 (700-1)	7020-2 672 (700-2)
ALBUQUERQUE ALTIMETER SETTING MINIMUMS				
CIRCLING	7860-1 1512 (1600-1)	7860-1 1512 (1600-1)	7860-3 1512 (1600-3)	7920-3 1572 (1600-3)



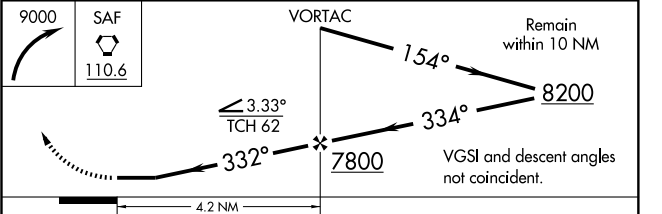
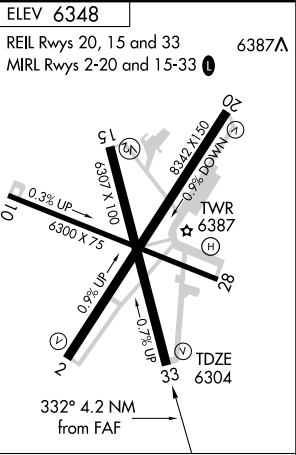
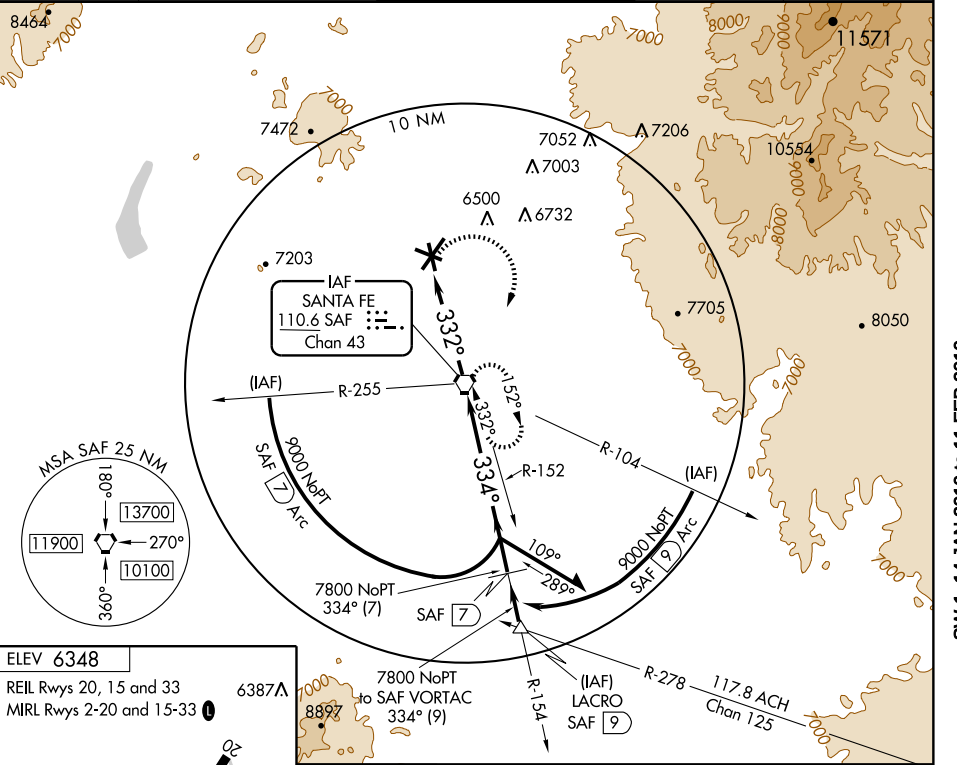
VORTAC SAF	APP CRS	Rwy Idg	6307
110.6	332°	TDZE	6304
Chan 43		Apt Elev	6348

▼

When Control Tower closed, except for operators with approved weather reporting service, use Albuquerque altimeter setting.

MISSED APPROACH: Climbing right turn to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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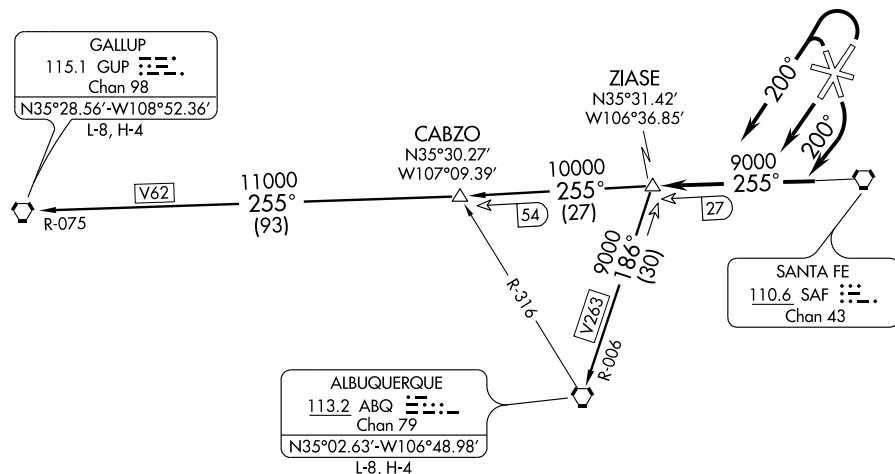
CATEGORY	A	B	C	D
S-33	6720-1	416 (400-1)	6720-1¼	416 (400-1¼)
CIRCLING	6840-1	6860-1	6860-1½	7020-2¼
	492 (500-1)	512 (600-1)	512 (600-1½)	672 (700-2¼)
ALBUQUERQUE ALTIMETER SETTING MINIMUMS				
S-33	7620-1¼	7620-1½	7620-3	1316 (1300-3)
	1316 (1300-1¼)	1316 (1300-1½)		
CIRCLING			NA	

ZIAS2 TWO DEPARTURE

SL-548 (FAA)

SANTA FE MUNI (SAF)
SANTA FE, NEW MEXICO

ATIS 128.55
GND CON
121.7
SANTA FE TOWER ★
119.5 (CTAF) 239.3
ALBUQUERQUE CENTER
132.8 346.35



CAUTION: Mountainous terrain all quadrants.

NOTE: Takeoff runways 2 and 33 requires a minimum climb of 280' per NM until passing 7900, or 1300' ceiling and 3 miles visibility.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2 & 33: Climbing left turn to heading 200° to....

TAKE-OFF RUNWAY 15: Climbing right turn to heading 200° to....

TAKE-OFF RUNWAY 20: Climb on runway heading to....

....intercept and proceed via SAF R-255 to ZIAS2 INT. Climb and maintain 9000' MSL. Thence via assigned (transition) or (route).

ALBUQUERQUE TRANSITION (ZIAS2.ABQ): From over ZIAS2 INT via V263/ABQ R-006 to ABQ VORTAC. Thence via (assigned route).

GALLUP TRANSITION (ZIAS2.GUP): From over ZIAS2 INT via V62/SAF R-255 and GUP R-075 to GUP VORTAC. Thence via (assigned route).

APP CRS
101°

Rwy Idg
TDZE
4111

Apt Elev
4112

SANTA TERESA/ DONA ANA COUNTY AT SANTA TERESA (5T6)

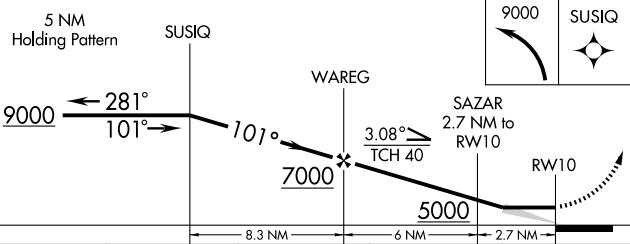
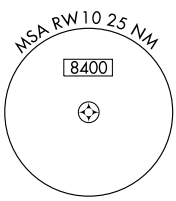
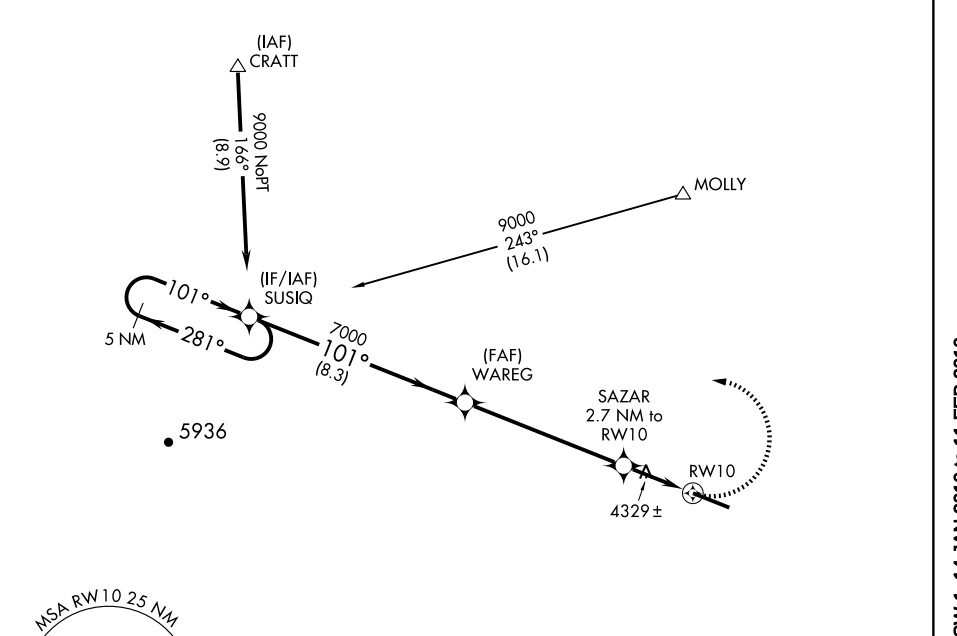
DME/DME RNP-0.3 NA.

Use El Paso Intl altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climbing left turn to 9000 direct SUSIQ and hold.

ALBUQUERQUE CENTER
128.2 285.5

UNICOM
122.725 (CTAF)



ELEV 4112

CATEGORY	A	B	C	D
RNAV MDA	4700-1	589 (600-1)	4700-1½ 589 (600-1½)	4700-1¾ 589 (600-1¾)
CIRCLING	4700-1	588 (600-1)	4700-1½ 588 (600-1½)	4700-2 588 (600-2)

REIL Rwy 10 and 28
MIRL Rwy 10-28

SW-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-SVC

111.7

Chan 54

APP CRS

258°

Rwy Idg

6802

TDZE

5380

Apt Elev

5446

▼

NA

If local altimeter setting not received, procedure NA.

MALS

—|—|—|

—|—|—|

24

MISSED APPROACH: Climb to 5800, then climbing left turn to 10000 via heading 190° and SVC VORTAC R-193 to KUNRE INT/SVC VORTAC 24.1 DME and hold.

AWOS-3

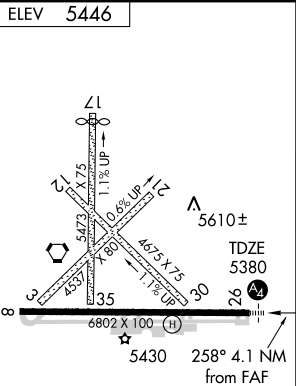
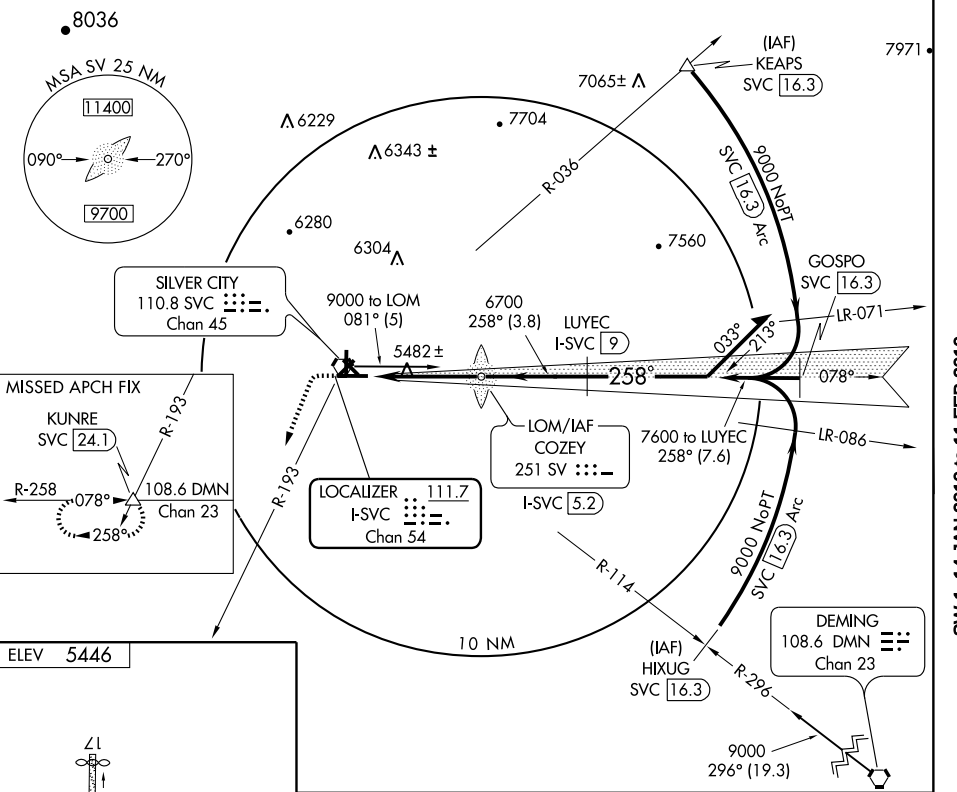
126.725

ALBUQUERQUE CENTER

134.45 327.15

UNICOM

122.8 (CTAF) 1



5800	10000	SVC R-193 110.8	KUNRE Δ	COZEY LOM I-SVC 5.2	Remain within 11 NM
Use I-SVC DME when on localizer course.					
I-SVC 1.2	I-SVC 2.2	≤ 2.96° TCH 52	6700	LUYEC I-SVC 9	8800
1 NM	3.1 NM	3.8 NM			
CATEGORY	A	B	C	D	
S-26	5740-3/4 360 (300-3/4)				5740-1 1/4 360 (300-1 1/4)
CIRCLING	5920-1 474 (500-1)	5940-1 494 (500-1)	5960-1 1/2 514 (600-1 1/2)	6020-2 574 (600-2)	

REIL Rwy 8

MIRL Rwy 8-26 1

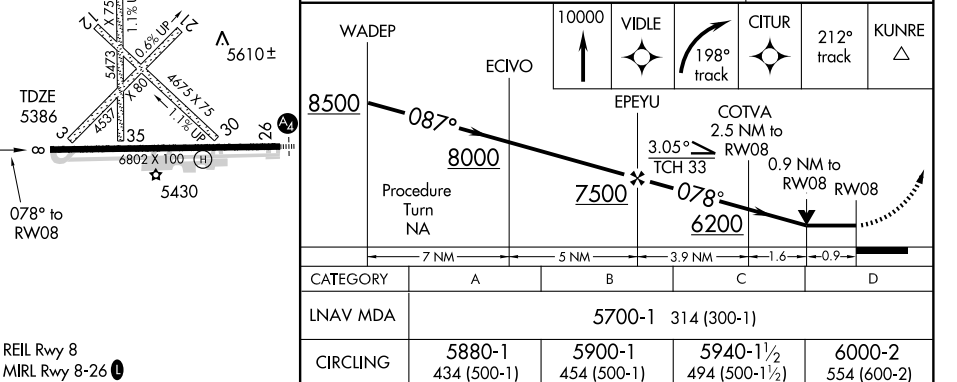
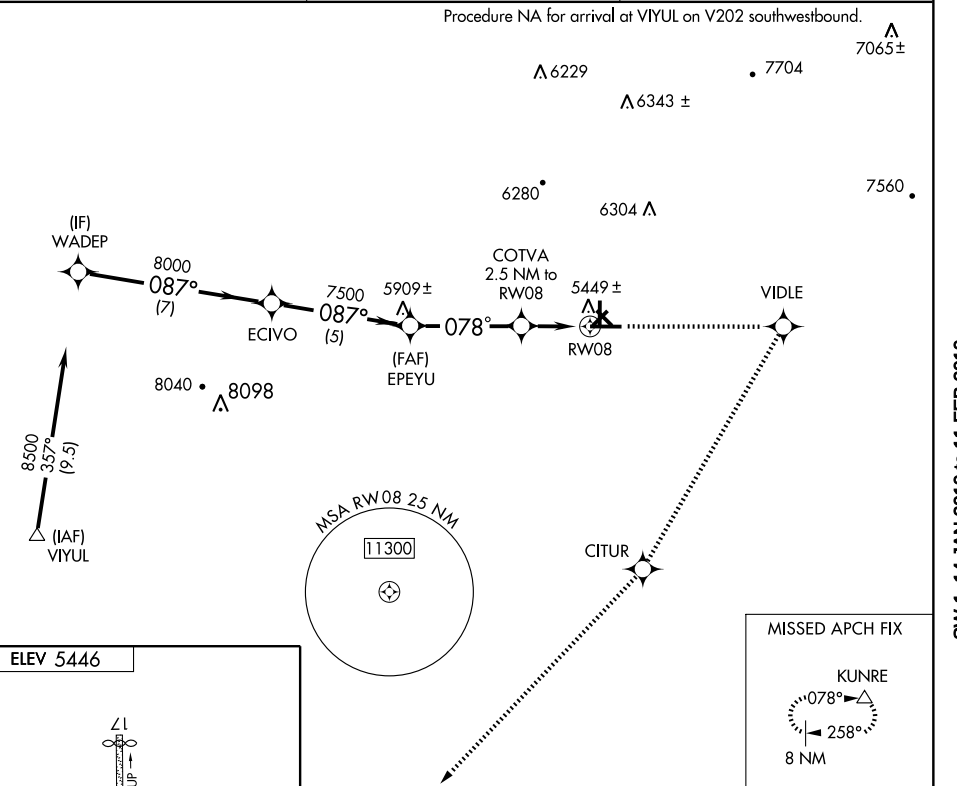
SW-1. 14 JAN 2010 to 11 FEB 2010

▼

DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.
Circling Rwy 3 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 10000 direct VIDLE and right turn via 198° track to CITUR and via 212° track to KUNRE and hold.

AWOS-3 126.725	ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF) 0
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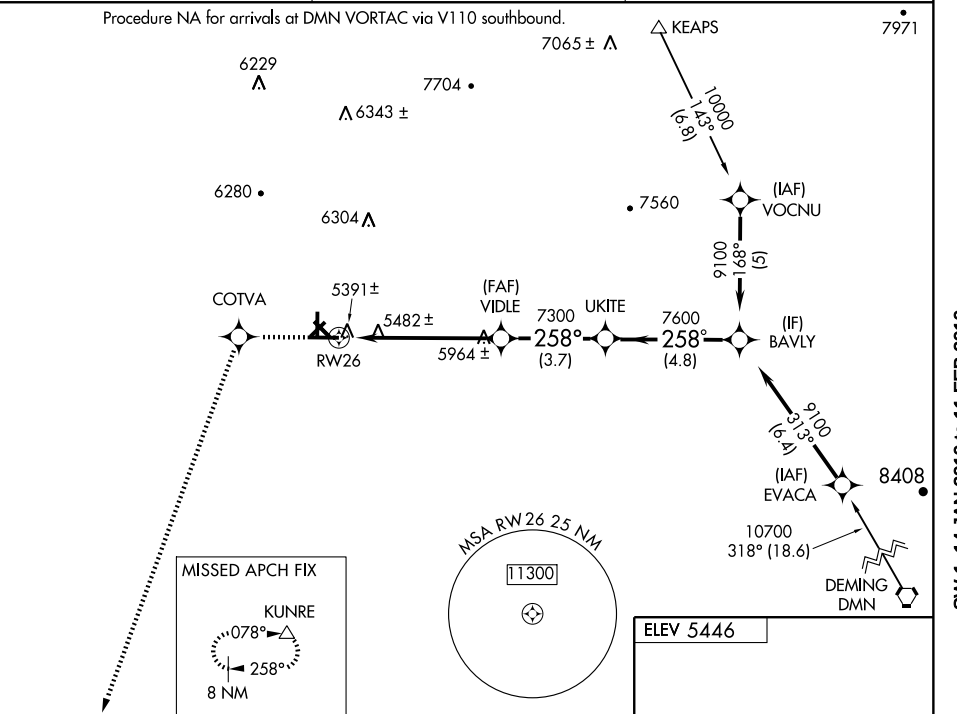
WAAS CH 87100 W26A	APP CRS 258°	Rwy Idg TDZE Apt Elev	6802 5380 5446
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DME/DME RNP -0.3 NA. Circling Rwy 3 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (101°F).
If local altimeter setting not received, procedure NA.
Inoperative table does not apply to LPV and LNAV/VNAV.

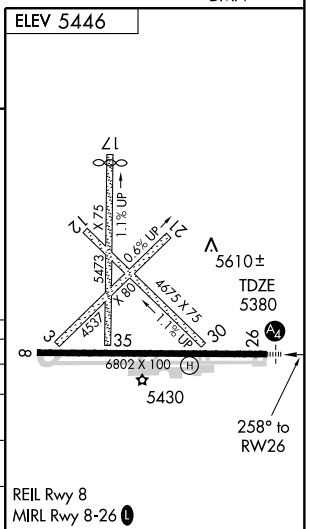
MALS
-III
A4

MISSED APPROACH: Climb to 10000
direct COTVA and via 188° track to
KUNRE and hold.

AWOS-3 126.725	ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF) 1
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10000	COTVA	188° track	KUNRE	UKITE	BAVLY
↑	✧	✧	△		
*LNAV only	*1 NM to RW26	VIDLE	7300	7600	9100
	1 NM	4.8 NM	3.7 NM	4.8 NM	
CATEGORY	A	B	C	D	
LPV DA	5630-3/4 250 (200-3/4)				
LNAV/VNAV DA	5789-1 1/2 409 (400-1 1/2)				
LNAV MDA	5740-3/4 360 (300-3/4)				5740-1 1/4 360 (300-1 1/4)
CIRCLING	5880-1 1/2 434 (500-1 1/2)	5900-1 1/2 454 (500-1 1/2)	5940-1 1/2 494 (500-1 1/2)	6000-2 554 (600-2)	



SW-1. 14 JAN 2010 to 11 FEB 2010

VORTAC SVC 110.8 Chan 45	APP CRS 308°	Rwy Idg TDZE Apt Elev 5446	N/A N/A
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VOR-A
SILVER CITY/GRANT COUNTY (SVC)

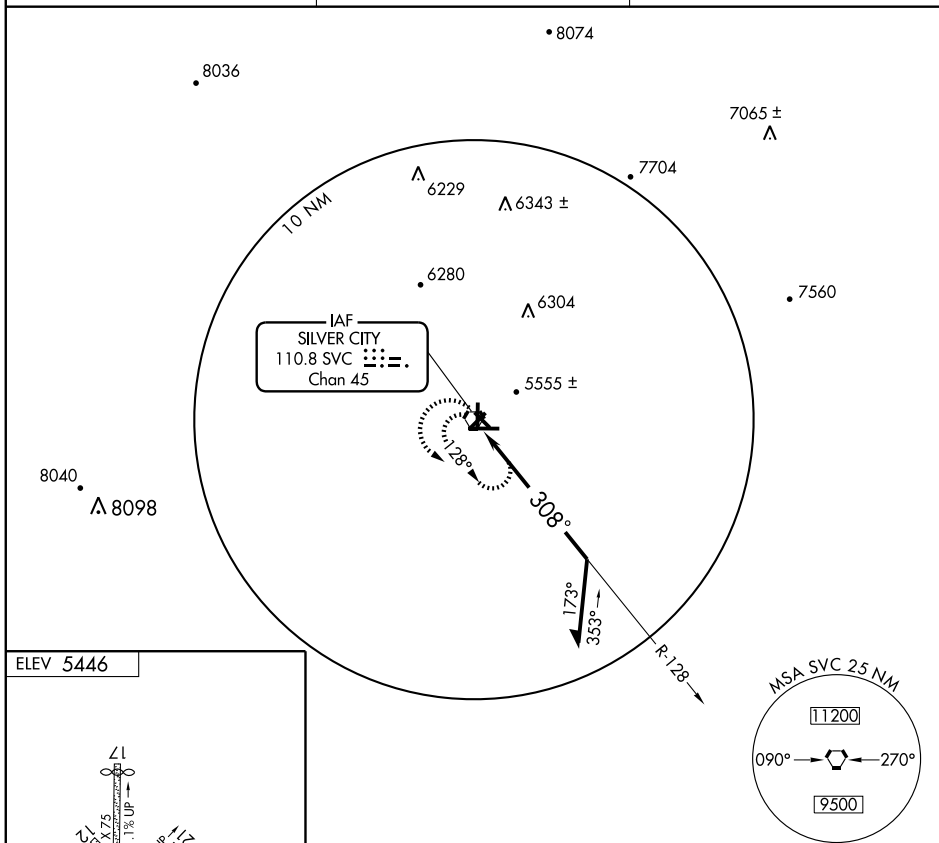
T When local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 8000 via SVC R-128, then reverse course to SVC VORTAC and hold.

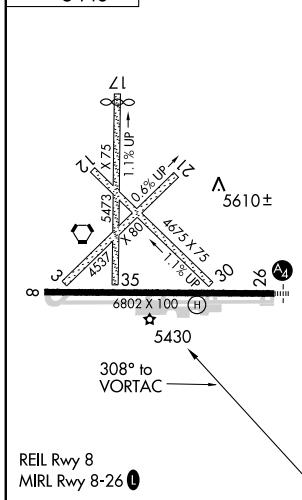
AWOS-3
126.725

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
122.8 (CTAF) **L**



ELEV 5446



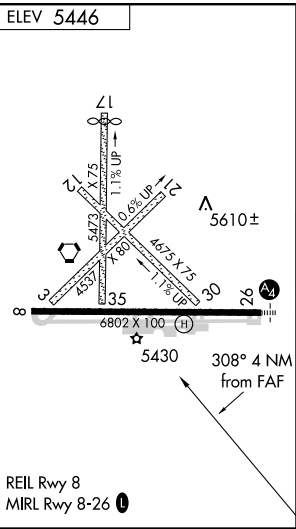
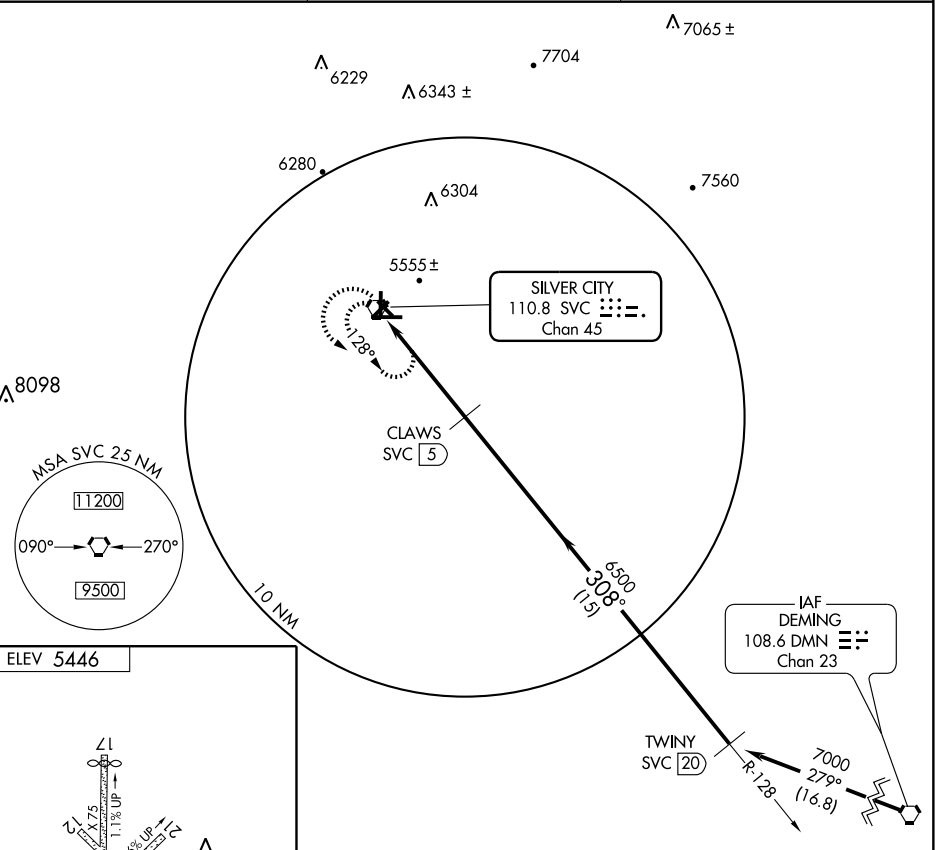
8000 SVC R-128 Reverse Course SVC 110.8 VORTAC				
CATEGORY	A	B	C	D
CIRCLING	5920-1 477 (500-1)	5940-1 497 (500-1)	5960-1½ 517 (600-1½)	6020-2 577 (600-2)

VORTAC SVC 110.8 Chan 45	APP CRS 308°	Rwy Idg TDZE Apt Elev N/A N/A 5446
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VOR/DME-B
SILVER CITY/GRANT COUNTY (SVC)

 When local altimeter setting not received, procedure not authorized.	MISSED APPROACH: Climbing left turn to 8000 via SVC R-128 then reverse course to SVC VORTAC and hold.
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AWOS-3 126.725	ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF) 0
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 SVC R-128		Reverse Course	 SVC 110.8		TWINY SVC 20	
 VORTAC		 SVC 1		 CLAWS SVC 5		7000
		4 NM		15 NM		Procedure Turn NA
CATEGORY	A		B		C	D
CIRCLING	5920-1 477 (500-1)		5940-1 497 (500-1)		5960-1½ 517 (600-1½)	6020-2 577 (600-2)

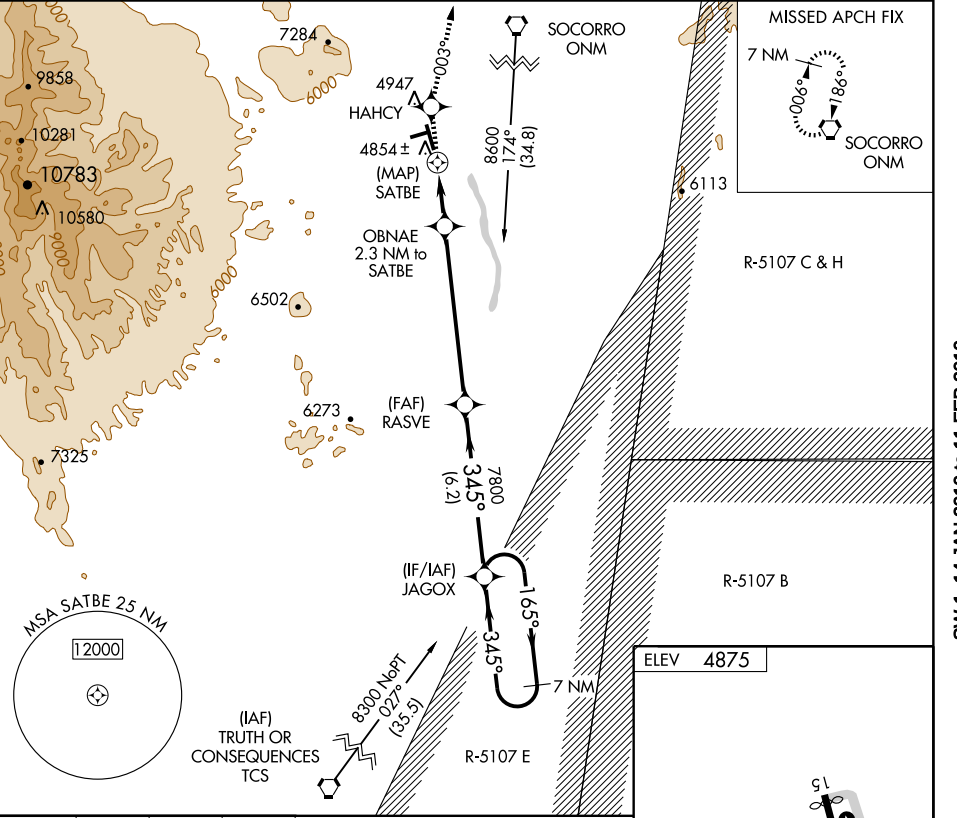
▼

NA

Circling NA west of Rwy 15-33. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA when R-5107E active. Obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climb to 8000 direct HAHCY and via track 003° to ONM VORTAC and hold.

AWOS-3 118.325	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 0
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8000

HAHCY

trk 003°

ONM

RASVE

OBNAE 2.3 NM to SATBE

SATBE

5700

7800

345°

165°

8300

JAGOX

7 NM Holding Pattern

0.5

2.3 NM

6.4 NM

6.2 NM

VGSIs and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	5260-1	478 (500-1)	5260-1½ 478 (500-1½)	NA
CIRCLING	5260-1 385 (400-1)	5340-1 465 (500-1)	5340-1½ 465 (500-1½)	NA

MIRL Rwy 15-33 and 6-24 0

SW-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 49114 W33A	APP CRS 335°	Rwy Idg TDZE Apt Elev	5659 4782 4875
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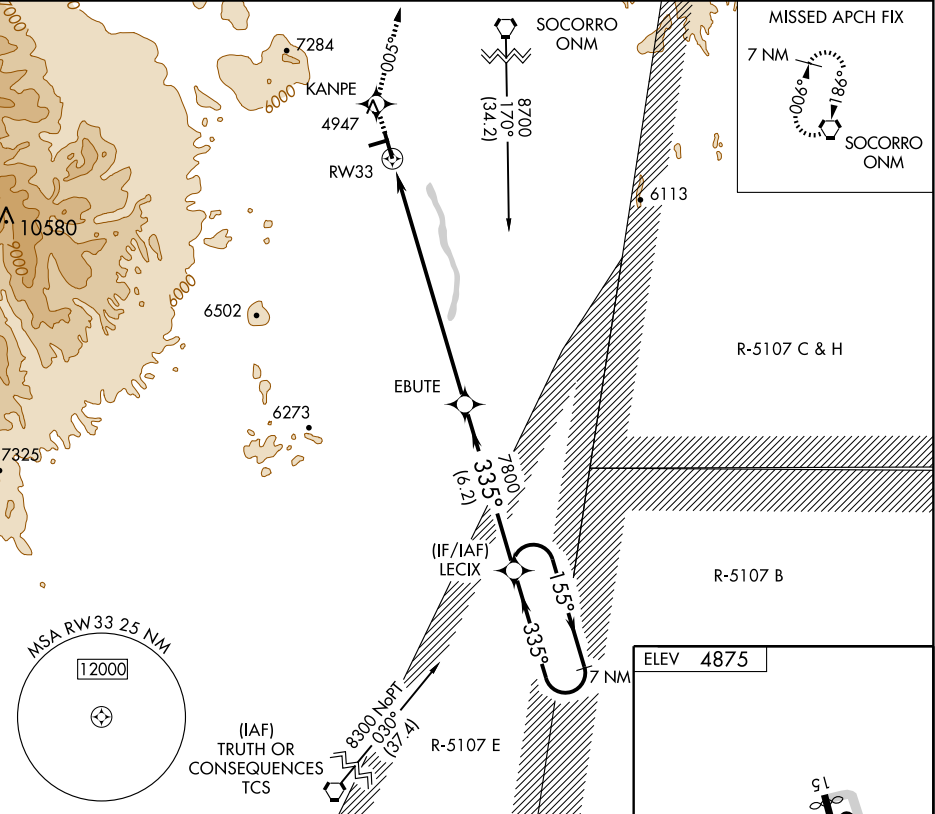
RNAV (GPS) Z RWY 33

SOCORRO MUNI (ONM)

⚠ Circling NA west of Rwy 15-33. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Circling requires descent on GS to CMDA. Procedure NA when R-5107E active. Obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climb to 8000 direct KANPE and via track 005° to ONM VORTAC and hold.

AWOS-3 118.325	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 0
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8000

↑

KANPE

✱

trk

005°

ONM

⬢

VGSI and RNAV glidepath not coincident.

RW33

9.2 NM

6.2 NM

E BUTE

335°

7800

LECIX

155°

8300

7 NM Holding Pattern

GS 3.00°

TCH 50



CATEGORY	A	B	C	D
LPV DA	5032-1	250 (300-1)		NA
CIRCLING	5260-1 385 (400-1)	5340-1 465 (500-1)	5340-1½ 465 (500-1½)	NA

MIRL Rwy 15-33 and 6-24 0

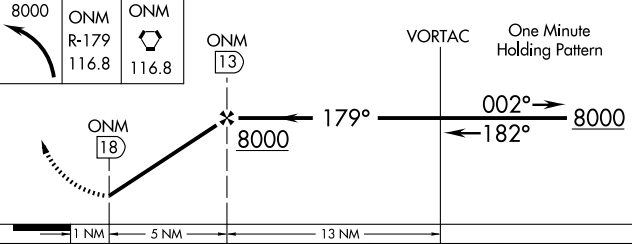
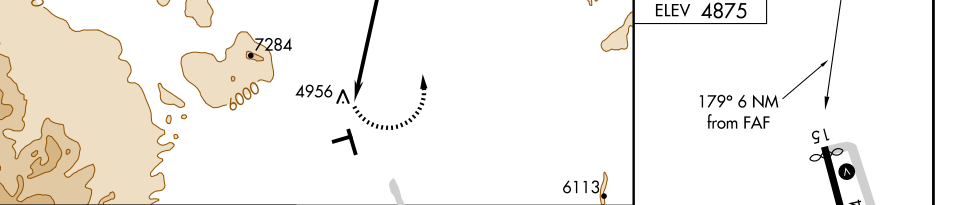
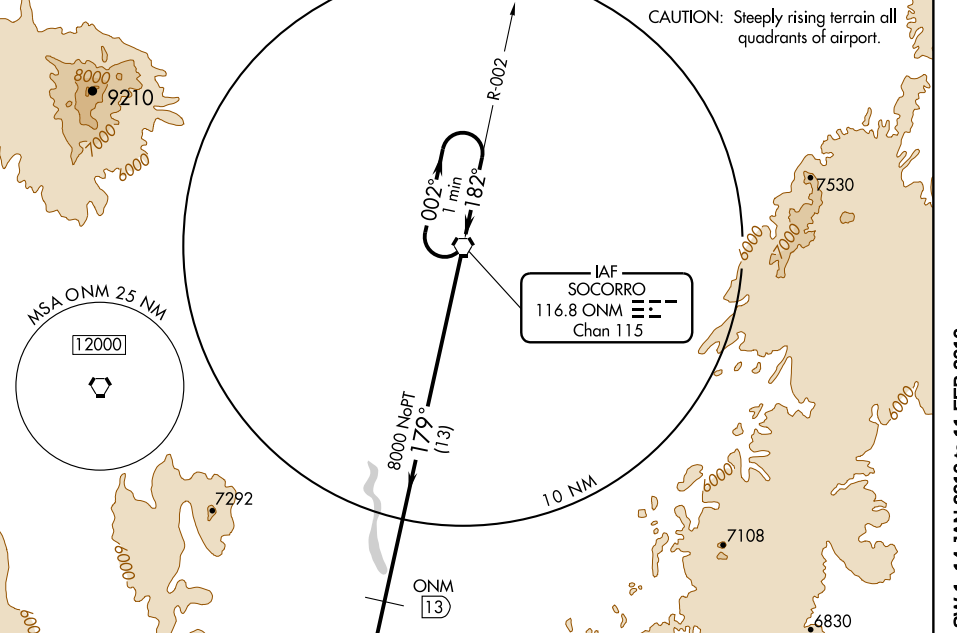
When local altimeter not available, procedure not authorized.

⚠️ NA Circling not authorized west of Rwy 15-33.

If arrival over Socorro VOR is above 8000 descend in the holding pattern to 8000 before commencing approach.

MISSED APPROACH: Climbing left turn to 8000 intercept ONM R-179 direct to ONM VORTAC and hold.

AWOS-3 118.325	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	6540-1¼ 1665 (1700-1¼)	6540-1½ 1665 (1700-1½)	6540-3 1665 (1700-3)	NA

MRL Rwy 15-33 and 6-24 0

▼

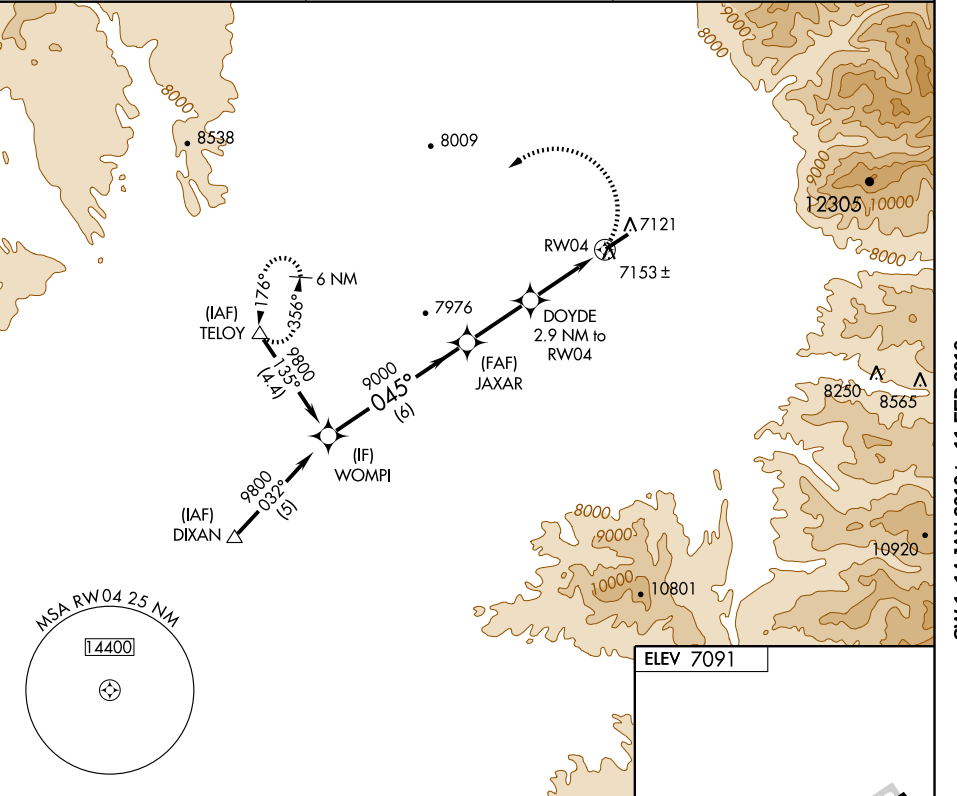
DME/DME RNP-0.3 NA
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 11000 direct
TELOY and hold.

AWOS-3
132.975

ALBUQUERQUE RADIO
122.1R

UNICOM
122.8 (CTAF) 0



Procedure Turn NA	WOMPI 9800 045° 9000 3.01° TCH 40 8020 RWY04 11000 TELOY TDZE 7068 0.8% UP 5803 X 75 045° to RWY04			
	VGSi and descent angles not coincident.			
	6 NM 3.1 NM 2.9 NM			
	CATEGORY A B C D			
RNAV MDA	7480-1 412 (400-1)		7480-1¼ 412 (400-1¼)	
CIRCLING	7540-1 449 (500-1)	7560-1 469 (500-1)	7600-1½ 509 (600-1½)	7660-2 569 (600-2)
MIRL Rwy 4-22 0				

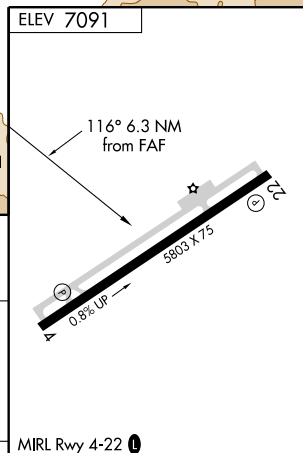
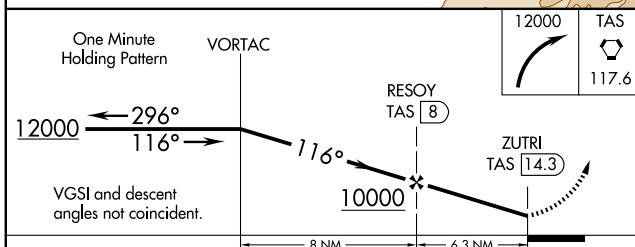
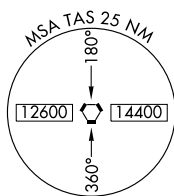
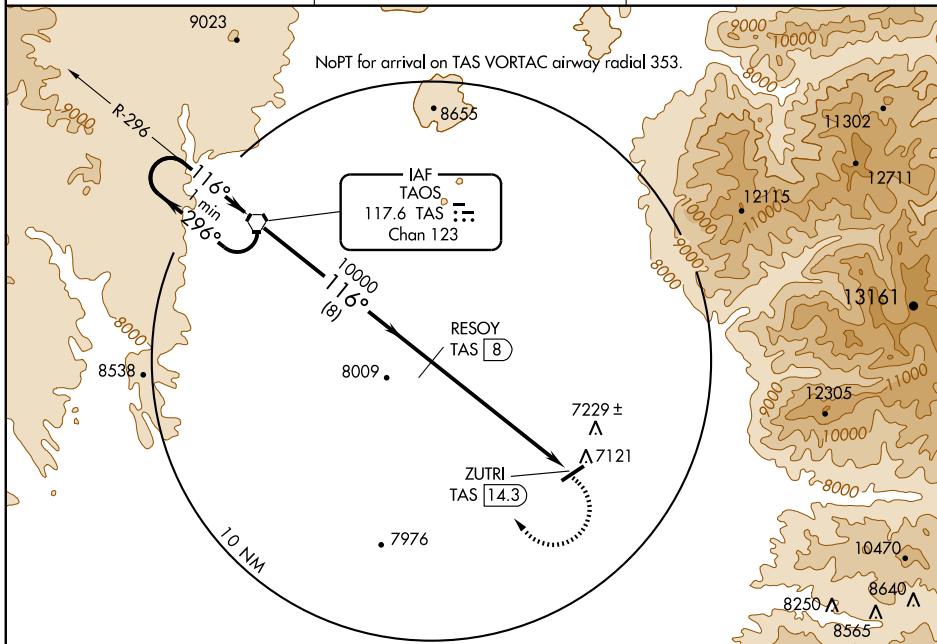
VORTAC TAS 117.6 Chan 123	APP CRS 116°	Rwy Idg TDZE Apt Elev	N/A N/A 7091
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VOR/DME-B
TAOS RGNL (SKX)



MISSED APPROACH: Climbing right turn to 12000
direct TAS VORTAC and hold.

AWOS-3 132.975	ALBUQUERQUE RADIO 122.1R	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D						
CIRCLING	8000-1¼ 909 (1000-1¼)		8000-2¾ 909 (1000-2¾)	8000-3 909 (1000-3)	Knots	60	90	120	150	180
					Min:Sec					

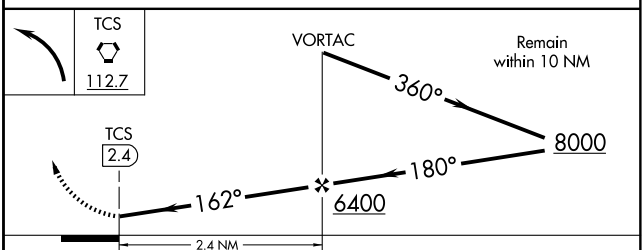
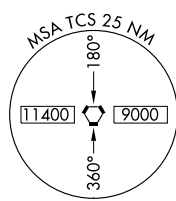
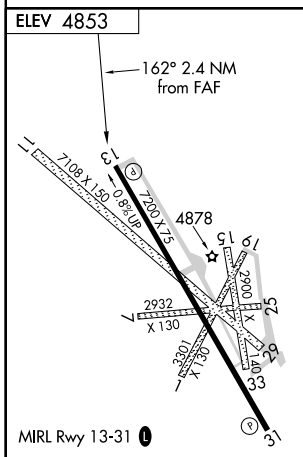
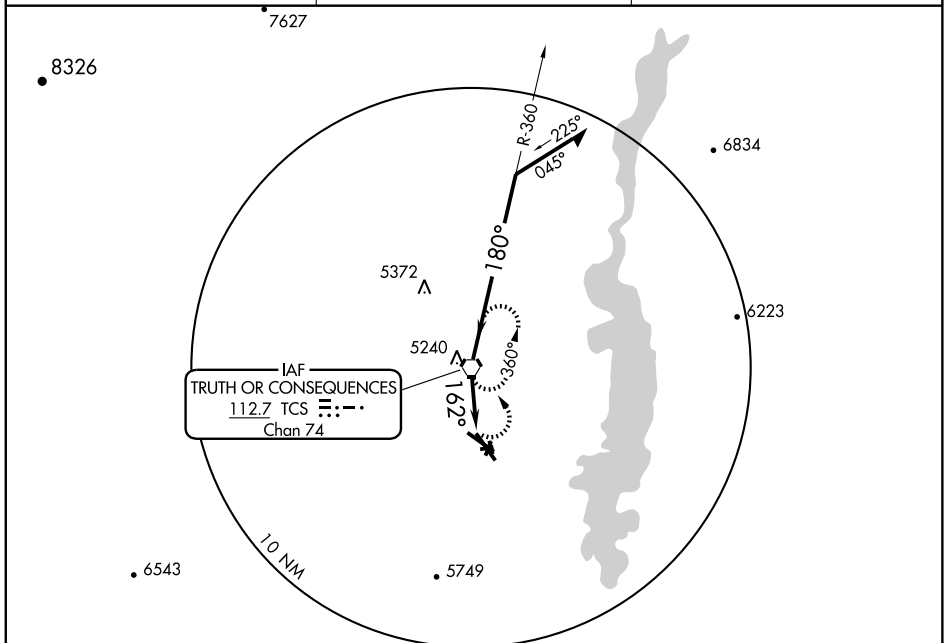
VORTAC TCS 112.7 Chan 74	APP CRS 162°	Rwy Idg TDZE Apt Elev 4853	N/A N/A 4853
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VOR-A

TRUTH OR CONSEQUENCES MUNI (TCS)

▽ ▲	MISSED APPROACH: Climbing left turn direct to TCS VORTAC. Climb to 8000 in holding pattern.
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ASOS 120.675	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.8 (CTAF) 0
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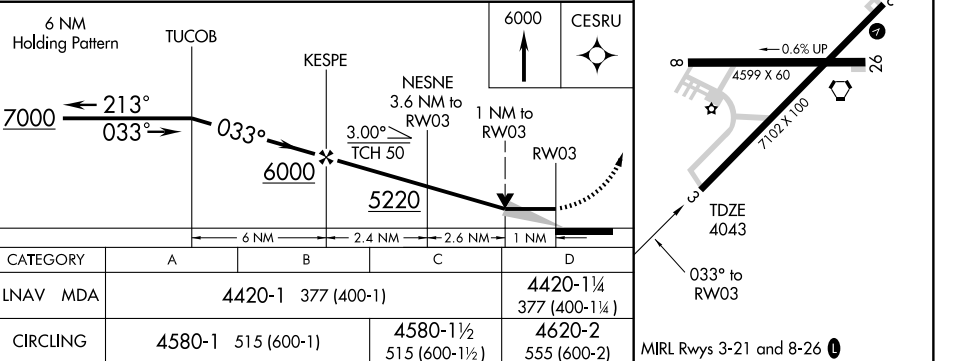
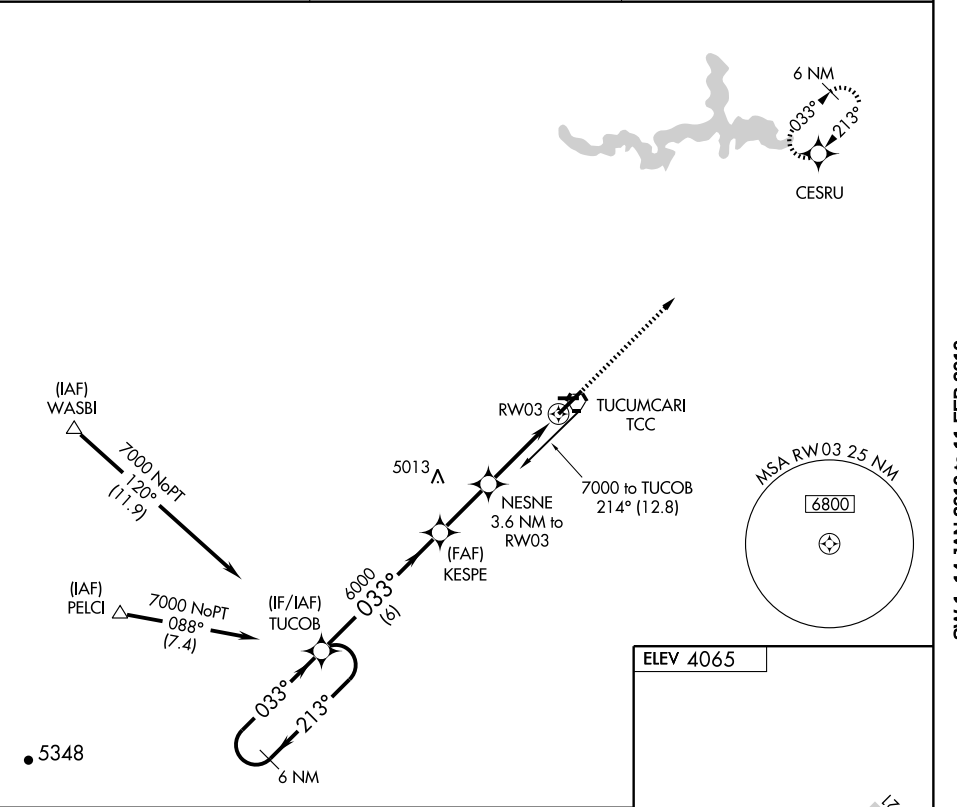


FAF to MAP 2.4 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	5560-1 707 (800-1)		5560-2 707 (800-2)	5560-2 1/4 707 (800-2 1/4)
Min:Sec	2:24	1:36	1:12	0:58	0:48					

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct CESRU and hold.

ASOS 119.275	ALBUQUERQUE CENTER 126.85 285.6	UNICOM 122.95 (CTAF) 0
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SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	7102
213°	TDZE	4047
	Apt Elev	4065

RNAV (GPS) RWY 21
TUCUMCARI MUNI (TCC)

T GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling to Rwy 8 NA at night.
If local altimeter setting not received, procedure NA.

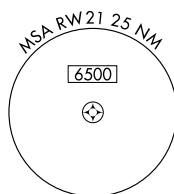
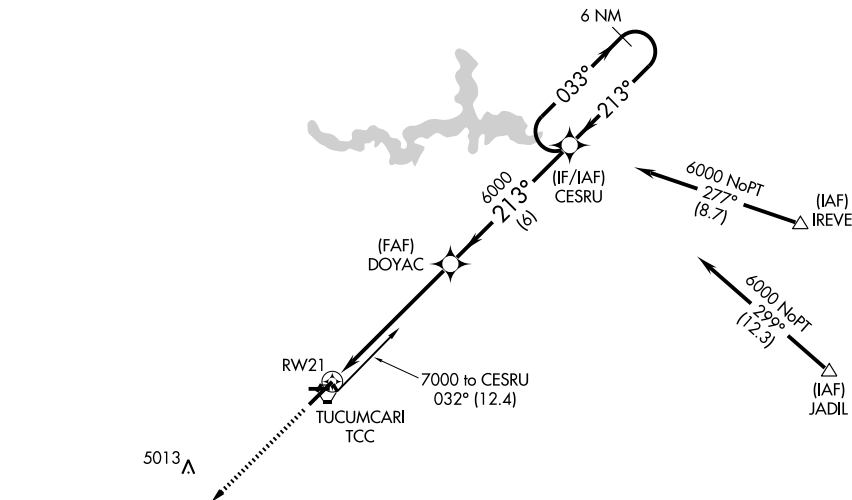
MISSED APPROACH: Climb to 7000 direct TUCOB and hold.

ASOS
119.275

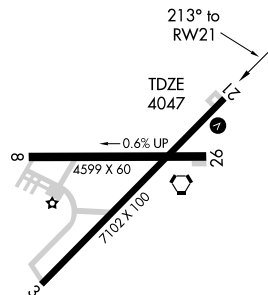
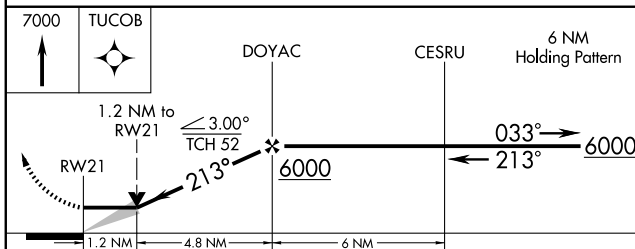
ALBUQUERQUE CENTER
126.85 285.6

UNICOM
122.95 (CTAF) **L**

Procedure NA for arrival at TCC VORTAC via V402 westbound.



ELEV 4065



CATEGORY	A	B	C	D
LNAV MDA	4480-1	433 (500-1)	4480-1½ 433 (500-1½)	4480-1½ 433 (500-1½)
CIRCLING	4580-1	515 (600-1)	4580-1½ 515 (600-1½)	4620-2 555 (600-2)

MIRL Rwy 3-21 and 8-26 L

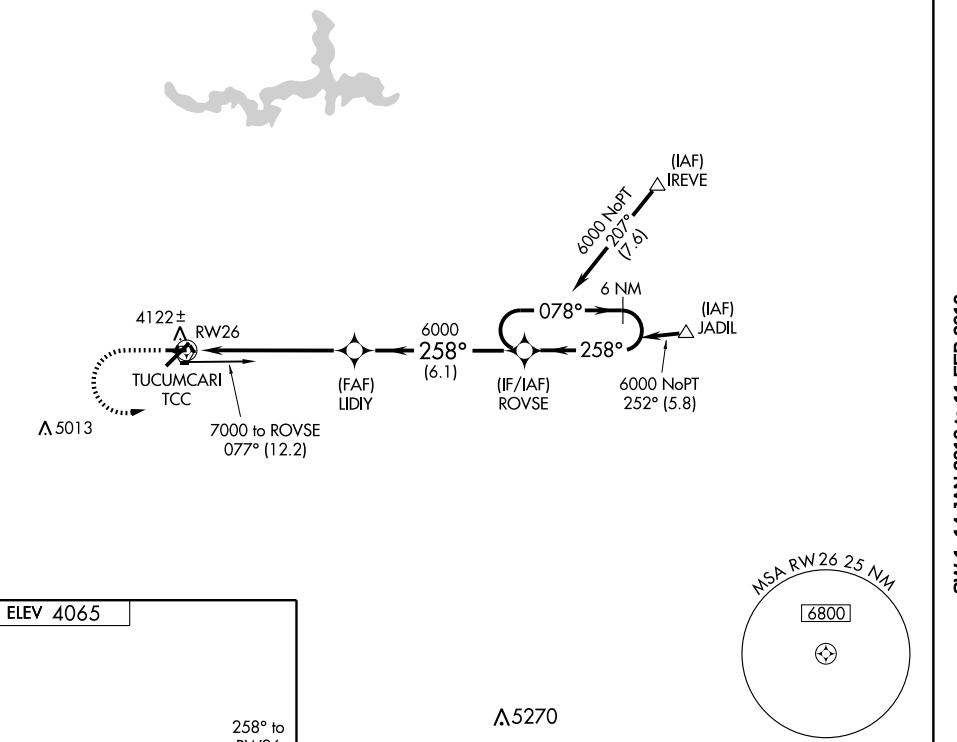
▼

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Circling to Rwy 8 NA at night.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct ROVSE and hold.

ASOS 119.275	ALBUQUERQUE CENTER 126.85 285.6	UNICOM 122.95 (CTAF) 0
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Procedure NA for arrival at TCC VORTAC via V402 westbound.



ELEV 4065

MIRL Rwy 3-21 and 8-26 0

	5000	6000	ROVSE				
				LIDIY	ROVSE	6 NM Holding Pattern	
		1.2 NM to RW26	≤ 3.01° TCH 45	6000	078° → 6000	← 258°	
		1.2 NM	4.8 NM	6.1 NM			
CATEGORY	A	B	C	D			
LNAV MDA	4460-1	405 (400-1)	4460-1 1/4	405 (400-1 1/4)			
CIRCLING	4580-1	515 (600-1)	4580-1 1/2	4620-2			
			515 (600-1 1/2)	555 (600-2)			

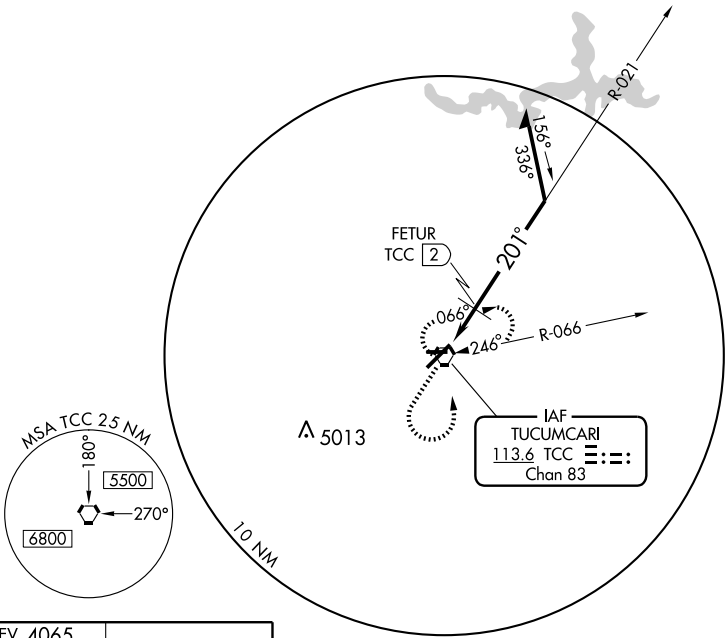
VOR RWY 21
TUCUMCARI MUNI (TCC)

VORTAC TCC	APP CRS	Rwy Idg	7102
113.6	201°	TDZE	4047
Chan 83		Apt Elev	4065

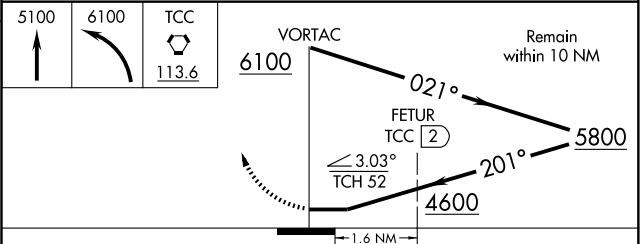
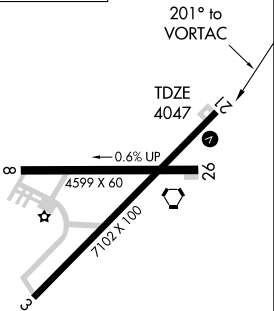
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5100 then climbing left turn to 6100 direct TCC VORTAC and hold.

ASOS 119.275	ALBUQUERQUE CENTER 126.85 285.6	UNICOM 122.95 (CTAF) 0
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ELEV 4065



CATEGORY	A	B	C	D
S-21	4600-1	553 (600-1)	4600-1½ 553 (600-1½)	4600-1¾ 553 (600-1¾)
CIRCLING	4600-1	535 (600-1)	4600-1½ 535 (600-1½)	4620-2 555 (600-2)
FETUR FIX MINIMUMS				
S-21	4480-1	433 (500-1)	4480-1¼ 433 (500-1¼)	4480-1½ 433 (500-1½)
CIRCLING	4580-1	515 (600-1)	4580-1½ 515 (600-1½)	4620-2 555 (600-2)

MIRL Rwy 3-21 and 8-26 0

Knots	60	90	120	150	180
Min:Sec					

VORTAC TCC <u>113.6</u> Chan 83	APP CRS 246°	Rwy Idg 4599 TDZE 4055 Apt Elev 4065
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VOR RWY 26
TUCUMCARI MUNI (TCC)

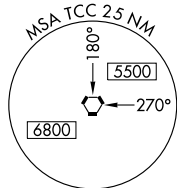
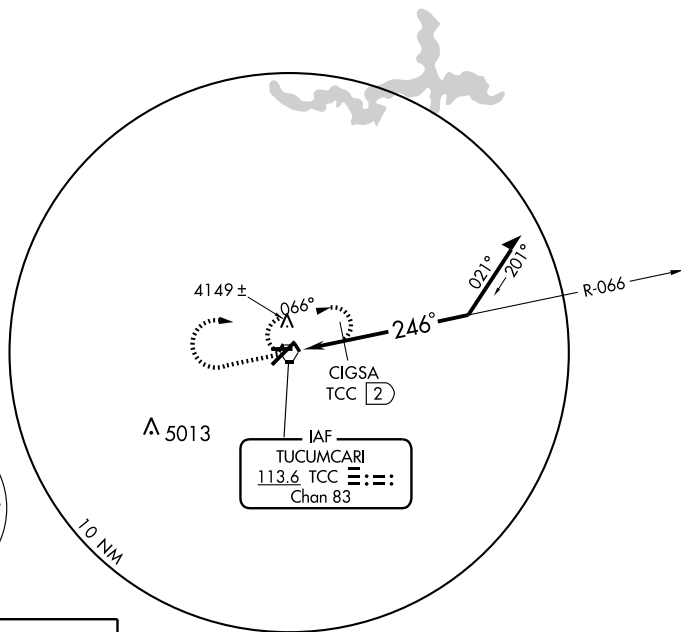
T If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5100 then climbing right turn to 6100 direct TCC VORTAC and hold.

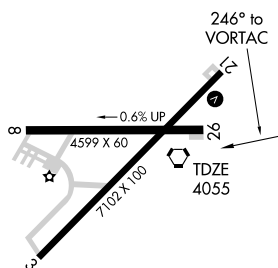
ASOS
119.275

ALBUQUERQUE CENTER
126.85 285.6

UNICOM
122.95 (CTAF) **L**



ELEV 4065



MIRL Rwy 3-21 and 8-26 L

Knots	60	90	120	150	180
Min:Sec					

Diagram illustrating the layout of a VORTAC station and associated distances and angles. The diagram shows a VORTAC station, a TCC station (113.6), a CIGSA station (1.1), and a TCC station (2). Distances are marked as 5100, 6100, 4600, and 5800. Angles are marked as 066° and 246°. A note says "Remain within 10 NM". A scale bar shows 1 NM and 0.9.

APP CRS	Rwy Idg	4807
057°	TDZE	6454
	Apt Elev	6454

RNAV (GPS) RWY 6
ZUNI PUEBLO/BLACK ROCK (ZUN)

NA DME/DME RNP -0.3 NA.
Use Gallup, NM altimeter setting; if not received,
procedure not authorized.

MISSED APPROACH: Climbing left turn to 9000 direct
ZUN VORTAC and hold.

ALBUQUERQUE CENTER
124.325 288.25

UNICOM
122.8

CTAF
122.9

NoPT for arrival on ZUN VORTAC airway radial 261.

Λ 7448

• 7330

Λ 7300

Λ 7400

• 7222

(FAF)
ZUNAL

RW06
Λ 6629 ±

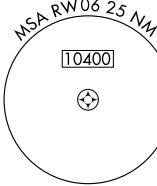
• 7330

7739 Λ

(IF/IAF)
ZUNI
ZUN

8200
057°
(13.5)

6 NM



ELEV 6454

6 NM
Holding Pattern

VORTAC

9000

ZUN

9000

237°
057°

ZUNAL

057°

3.04°
TCH 40

RW06

8200

TDZE
6454

0.3% UP

4807 X 50

057° to
RW06

Λ 6558

24

CATEGORY	A	B	C	D
LNNAV MDA	7320-1 866 (900-1)	7320-1¼ 866 (900-1¼)	7320-2½ 866 (900-2½)	NA
CIRCLING	7860-1¼ 1406 (1500-1¼)	7880-1½ 1426 (1500-1½)	7880-3 1426 (1500-3)	NA

LIRL Rwy 6-24

